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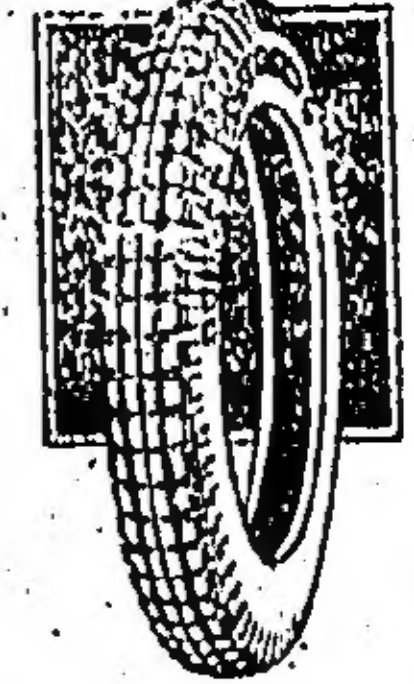
HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

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DUNLOP



Special
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PORT MOTOR CYCLE TYRES.
LOCAL BRANCH.

Pedder Bldg.

THE MANCHURIAN SQUABBLE

LOBBY RUMOURS AT THE LEAGUE

RUSSIA BACKING JAPAN?

JAPAN TO REFUSE ENQUIRY BY LEAGUE?

Geneva, Yesterday.
A private sitting of the Council broke up at 9 o'clock to-night. It had lasted two hours but reached no solution.

A Japanese statement was made to the Council on events in Manchuria up to September 21, and it was added that Government was doing its utmost not to aggravate the situation.

It is authoritatively denied that Mr. Alfred Sze will make a statement on the situation at tomorrow's plenary sitting of the Assembly.

Public Meeting Postponed.
A large crowd gathered in the public meeting to hear what progress had been made in the Council at 6.45 this evening for the Sino-Japanese incident.

Mr. Sze had just seated himself when a message caused him to jump up, snatch his papers and leave the room. It appears that he was summoned to join a private conference of the "Big Four" with the President of the Council and the Japanese representative. It was then announced that the public meeting had been postponed.

Everything seems dominated by the Sino-Japanese conflict.

Alarming Rumours.
It is reported in the lobbies that the Japanese representative has been instructed to refuse a League enquiry into the Manchuria imbroglio. It is also reported that Japanese military authorities in Manchuria are being backed up by Russia.

Harbin Occupied.
The Chinese delegation received from their Government at Nanking to-day telegrams indicating that the Japanese had occupied Harbin.

The telegrams have been communicated to the Secretary-General of the League with the request that they should be circulated to the States and British India respectively.

ROUND TABLE CONFERENCE.
Sir Samuel Hoare on Federation.
LARGE CHAMBERS.

Rugby, Yesterday.
Lord Sankey announced at today's meeting of the Federal Structure Committee that there would be a meeting of the Minorities Committee next week.

It is anticipated that the Committee will conclude consideration of the four headings tabulated by Lord Sankey, and which have been under examination during the past few days by noon on Friday, and their Chairman will then proceed to draft a report on the discussions.

Federal Legislature.
To-day discussions were resumed upon the question of the strength and composition of the Federal Legislature, including the proportions in each Chamber to be

assigned to the States and British India respectively.

All-India Federation.
Sir Samuel Hoare, Secretary of State for India, intervened in the discussions this afternoon when he said he was just as anxious to see an effective All-India Federation brought into operation as he was last Autumn. He would regard as one of the conditions of such a Federation sufficient representation of Princes and their effective participation at a reasonably early date as one of the absolute conditions of constitution, but as to percentages, number of seats and other matters he would rather hear the views of others at the Round Table. For himself he was, however, nervous of making the Chamber too big, in size to be manageable.

Views on this matter were subsequently expressed by Mr. Sastri, Mr. Mitter, Zafarullah Khan, Ujjal, the Chief of Sangli, Mr. Gavin Jones and Dr. Ambedkar.

Federal Finance.
To-morrow, the Committee will start on the discussion of the difficult subject of Federal Finance as between States and Provinces and the Central Government.—British Wireless Service.

FORGED NOTES CASE.

Prisoner: "Done Out of Cumshaw."

LOOTING FOR BUYERS.

Kong Sze-yik, one of the prisoners in the "forged bank notes" case, continued his evidence before Mr. Justice Lindsell at the Assizes this morning. Answering Mr. Rint-shing Lo, he described how he went with Wong To-po, the latter's father-in-law, and a man named Kwan to the Police Station, where Wong To-po laid a charge of fraud.

Mr. Lo: It is suggested that you have helped other people to defraud Wong To-po?—That is not true. Do you say that you yourself have been defrauded?—Yes, by Ah Pang, the interpreter, and "the European."

And by the other prisoner in the dock?—Yes. How do you mean. That you have been done out of your little "cumshaw"?—Yes.

When did you realise that?—On July 24, immediately after Ah Pang absconded.

You are quite sure there was no indication that he was in the swindle until he left you?—Yes.

Wheels Within Wheels.
Mr. Somerset Fitzroy, for the Crown, proceeded to cross-examine. Witness explained in detail how he met the man Pang at 17, Aberdeen Street on July 21, was shown a sample note, and went out looking for potential "buyers." He introduced the subject to Wong To-po, whom he already knew; in the street, on July 22. Wong promised to see what his father-in-law would do.

Did you know at that time what you would get out of any deal you made?—No.

Witness said an arrangement was made by which the sellers got 55 per cent. of the face value of the notes (amounting to \$5,600), he himself \$1,000, and Wong To-po \$500.

This evoked a remark from His Lordship that Wong was quite prepared to cheat his father-in-law, to which Mr. Fitzroy replied, "I have always suggested that he was quite prepared to cheat anybody. My Lord. I have never suggested to the jury that he was anything else but a rogue."

Evidence Objected To.
Mr. Fitzroy was proceeding with his cross-examination, when Mr. Leo d'Almada, jun. (for second accused, Guimaraes), objected to certain questions. Points in the evidence, he said, were inadmissible against his client, who was being charged with a joint offence together with the witness. Two or three points had been raised in the examination-in-chief, upon which he had said nothing, but he now thought it time to bring up the matter.

Mr. Fitzroy contended that his questions were admissible. The man had given evidence, and he was entitled to cross-examine upon it. It was not as if he were making a statement. He realised that the Crown could not have called the man as a witness.

Mr. d'Almada, quoted Russell in support of his contention that unless an accomplice had been granted a pardon, or pleaded guilty, his evidence could not be admissible against the man with whom he was jointly charged.

Mr. Fitzroy stated that the point had been raised in that Court before Chief Justice Gollan.

Mr. Justice Lindsell remarked that that did not prevent it being raised now.

Mr. Fitzroy agreed, and then referred to the right of questioning such a witness and the validity of the evidence would be another question for the Judge and jury to decide.

Mr. d'Almada emphasised the point that an accomplice was a competent witness unless he was under joint trial, as was precisely the case they now had.

(Continued on Page 6.)

NAVAL TRUCE

SIGNOR GRANDI'S PLANS FAVOURED.

U.S. ACCEPTANCE

JAPAN AND POLAND DISSENT.

Geneva, Yesterday.
Mr. Hugh Gibson, on behalf of the United States, accepted Signor Grandi's proposals for a truce in naval construction after



Lord Cecil made a statement in accordance with Mr. Baldwin's announcement in the House of Commons.

Lord Cecil proposed that all States should declare by November 1 what they are prepared to do for the work of pacification.

There were only two dissenters; Japan urged postponement until the Disarmament Conference, and Poland wanted full guarantees from her neighbours.

U.S. Reservation.
Washington, Yesterday.
The United States favours the Italian proposal of a one-year naval building holiday, declares Mr. Stimson, but the U.S. will expect to continue her present destroyer construction programme under any agreement reached in connection with such a holiday. — Reuter's American Service.

Mr. Baldwin's Statement.
In the House of Commons, replying to Mr. Thurstle, Mr. Baldwin said that instructions had

(Continued on Page 5.)

FINE.

The Royal Observatory's report issued at 10.25 a.m. to-day says:—
The typhoon is about 200 miles E.N.E. of Poohow, moving N.E.

The anticyclone remains central to the S.E. of Hokkaido.

Forecast:—W. winds, moderate; fine.

Typhoon Warning.
Manila, September 24, 10.25 a.m.—Typhoon in about 722 deg. Long. E., and 28 deg. Lat. N., recurring North-eastward.

Rainfall for 24 hours ended at 10 a.m. to-day, nil. Total since January 1—71.44 inches against an average of 73.96 inches — deficit 2.52 inches.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 80
Macao 79
Pratas Island 81
Manila 77
Poohow 76
Amoy 81
Chefoo 60

(Continued on Page 6.)

SHARE MARKET DOWN.

Erratic Moments of Exchange.

AN ADVERSE EFFECT.

The official summary issued by the Stock Exchange to-day stated: Owing to the erratic movements of exchange our market has been adversely affected, and prices were marked down all round.

Banks were obtainable at \$2,000. The London rate is \$99 (Middle). Unions could have been obtained at \$525.

Steamboats were on offer at \$28. Waterboats were in demand at \$28.

Raubs had sellers at \$37½. Wharves were in the market at \$160.

Docks were in request at \$30. S.C. Motors "B" shares were wanted at \$10.95.

Providents (old) were done at \$6, and the new shares could have been obtained at \$3.10.

Hotels (old) were on offer at \$16½. Lands, after being done at \$88 were still on offer at this rate at the close.

Rentals could have been obtained at \$18.80.

Ewos, which were reported to have been done to the North at Tails 16¼, closed in demand at Tails 15.90.

Trams were obtainable at \$23. Star Ferries were in demand at \$95½.

China Lights were on offer at \$29.

Electrics, after being the medium of sales at \$81½, closed with sellers at \$81.

Telephones (part paid) were dealt in at \$33.

Cements (combined) were disposed of at \$19½ and closed with further sellers at this rate.

Ropes changed hands at \$21; and had further sellers at this quotation.

Watsons were obtainable at \$17.45.

Constructions, cum rights, were on offer at \$13¼.

BRITISH ASSOCIATION MEETINGS.
Faraday Centenary Celebrated.

London, Yesterday.
General Smuts delivered the main address of the day as President of the British Association in Central Hall. He gave a "Scientific World Picture of To-day" and was accorded a tremendous ovation upon the conclusion of his address.

Greetings From U.S.
General Smuts made a second speech in the course of the day when declaring open the Faraday Centenary Exhibition.

On this occasion, the company listened-in to a speech of American greeting by wireless relayed from New York.

A Brilliant Gathering.
Five thousand of the Empire's most brilliant scientists crowded the Albert Hall to instal General Smuts as the hundredth president of the British Association.

The occasion coincided with the centenary of Michael Faraday, in whose honour was assembled an exhibition of electrical apparatus.

General Smuts delivered an installation address.—Router.

Main Hope of the Future.
Rugby, Yesterday.
In his inaugural address to-day, General Smuts said that science was a dominant factor in the industrial and economic situation and the further penetration of science into every avenue of human activity was the main hope of future advance.

Three hundred papers will be read during the course of meetings of the various sections of the Association in the next few days.—British Wireless Service.

SIR ARTHUR WHEELER COMMITTED

ALLEGED FRAUDULENT CONVERSION

\$22,000 INVOLVED

AFFAIRS OF LARGEST FIRM OF OUTSIDE BROKERS IN ENGLAND.

London, Yesterday.
Sir Arthur Wheeler and Mr. George Victor Smith have been committed to stand trial at the Leicester Assizes.—Reuter.

Leicester, July 29.
Sir Arthur Wheeler appeared at the Leicester Police Court to-day to answer summonses alleging the fraudulent conversion of sums of money entrusted to him by clients amounting to between \$22,000 and \$23,000.

Jointly summoned with him was Mr. George Victor Smith, formerly his partner in Arthur Wheeler and Company, of Leicester, probably the largest firm of outside brokers in the country.

Great local interest was taken in the proceedings. Sir Arthur Wheeler is a Justice of the Peace for the County of Leicester, and his whole career has been closely associated with the city.

Mr. G. R. Palling, the Treasury solicitor, appeared for the Director of Public Prosecutions, and with him was Mr. H. Ward, of the Board of Trade.

Sir Arthur Wheeler was represented by Mr. Frederick van den Berg, K.C., and Mr. Smith by Mr. Eustace Fulton.

The allegation made by Mr. Palling, appearing for the Public Prosecutor, in opening the cases, was that money and stock sent to the firm of Arthur Wheeler and Co. by clients for the purchase of other stock had been converted by the defendants to their own use. In all there were twenty-six summonses, and they concerned sums of money ranging from \$100 to \$3,900.

Stir in Court.
There was a stir in Court when Mr. Palling said that in March, 1930, the Bank of England came to hear of the complaints of customers of the firm that they had not received their share certificates. The bank was concerned because the replies which were being sent out to customers by Wheeler and Company seemed to suggest that the delays occurred at the Bank of England.

Sir Arthur attended a conference at the bank, and he told Sir Ernest Hargreaves, the deputy governor, that he was doing his best to liquidate the position, and urged that nothing should be done to reflect publicly on the credit of his firm or a very large number of people would be ruined.

Independent Audit Refused.
A suggestion was also made by the Treasury that in view of the frequent complaints of the non-delivery of share certificates it should permit an independent audit of the accounts. To this Sir Arthur declined, on the ground that his was a private firm and of good standing, and he did not

consider such an audit was necessary.

Summonses.
The summonses could be put into three groups:—
1. In which clients had sent certificates of War stock in order that the proceeds could be used for purchasing Conversion stock;
2. Cheques for the purpose of purchasing War stock; and
3. Cheques sent for the purpose of purchasing Conversion stock.

Business Reviewed.
Mr. Palling said that the business in which the defendants were concerned was commenced in 1899 in the name of Blake and Wheeler, and carried on in the city of Leicester. In 1910 that partnership was dissolved, and in 1910 Sir Arthur Wheeler carried on the business alone under the title of Arthur Wheeler and Co. In 1920 Mr. Smith, who had been employed by the firm, became a partner. The partnership existed until March, 1931, when a receiving order was made against the two defendants on their own petition.

In 1910 a company was formed known as the Midland Industrial and General Trust, Ltd., and that title was altered later to M.I.G. Trust, Ltd., familiarly known as "M.I.G." The shares in the company were held principally by Sir Arthur Wheeler and his family, and the object of it was to take over the dealing business of Sir Arthur Wheeler and Co. An agreement was entered into under which every transaction carried out by Arthur Wheeler and Co. was for and on behalf of M.I.G., except when of the purely stockbroking concern. There was a payment of £15,000 to Mr. Smith.

Arthur Wheeler and Co. carried out transactions, and contracts were entered into by them with the public, who had no knowledge of this concealed private company.

Mr. Palling then dealt specifically and at length with certificates of the firm's methods of business and transactions, and concluding his address said:—
"There is no doubt that for some time the firm has been using untrue excuses as to non-delivery of stock, and in the course of the bankruptcy, statements have been made by both defendants, which will be put in evidence, and in which Sir Arthur Wheeler states that he takes full responsibility for what has been done by the firm."

"If, after hearing the evidence, you come to the conclusion that there is a case which should be investigated by a jury, I ask you to commit both men to the Assizes audit of the accounts. To this Sir Arthur declined, on the ground that his was a private firm and of good standing, and he did not

consider such an audit was necessary."

WRISTS SEVERED.
Whilst putting on a pulley belt at the Green Island Cement Works at Hungnam, Lam Ping (32), a coolie, accidentally slipped, and was caught in the gears of the machinery.

He had both hands severed at the wrists, and was removed to the Kowloon Hospital in a serious condition.

UNREGISTERED MUI TSAI.

(Central Police Court).
For keeping an unregistered mui tsai at 84 Percival Street, a Chinese widow was this morning fined \$25. It was stated by Inspector Fraser of the S.C.A., that the woman had had the girl since 1929, and owing to uncertain conditions in the country brought her to Hong Kong.

MOTORISTS—THIS IS YOUR PAGE

WIDELY ACCEPTED.

New, Low Priced Willys-Knight.

The public reception accorded the new Model 95 Willys-Knight, the lowest priced Knight-engined car ever produced by Willys-Overland, indicates that this model will prove one of the most popular cars ever introduced by the world's largest manufacturer of cars employing this type of engine, bringing all the advantage of smooth sleeve-valve engine performance to a new low-price field.

Thousands of persons interested in the new Willys-Knight visited show-rooms of Willys-Overland merchants recently and the orders already placed by buyers are an assurance of its widespread appeal. Free wheeling is available for those who prefer it to the conventional operation.

Introduction of this car in a new low-price field opens a much wider market for Knight-engined cars since it brings them within purchase range of thousands of buyers who were unable to own them previously because of price limitations.

The engine employed in the Model 95 was subjected to gruelling tests under all kinds of operating conditions for a number of months before Willys-Overland engineers pronounced it ready for the buying

public. It has ample power and speed development to meet all the demands of modern motoring.

No detail has been overlooked to provide utmost style and comfort in the variety of body models. The exteriors are smartly streamlined from radiator to rear quarters while the interiors are roomy and comfortable. The driver's seat is adjustable and the back of the front seat may be inclined to an angle that suits your own particular comfort. The seating space of the rear seats is such that three adult persons may easily sit in comfort without crowding. The adjustable steering post and the thoroughly modern steering mechanism is instantly responsive and the steering is so easy as to be practically effortless. Safety glass is available in all windows and windshield.

Willys-Overland dealers are enthused over the new low-priced Willys-Knight line, and are confident that it will prove one of the most popular Knight-engined cars ever built by the company.

A "WIZARD" FOR ATHENS.

As a result of only a brief trial on one of the Hillman "Wizard" De Luxe Saloon models, the already impressive list of owners of this "World" car now includes the name of Capt. L. E. Holland, R.N., Naval Officer in Charge at Athens.

ITALIAN ROADS.

Entirely Remade in Three Years.

The recent third anniversary of the founding of the Azienda Autonoma Statale Della Strada, which is in charge of the upkeep of Italian State roads, centred attention on the splendid work this organisation has performed in transforming the country into a motorists' heaven.

Three years ago, except for a few provinces which realised the importance of good communications, Italian roads were known as practically the worst which could be found in any civilised country.

They were covered with holes and ruts, causing frequent breakage of springs and axles, and in the motor-vehicle season, cars were smothered in dangerous and uncomfortable clouds of dust. Lack of visibility caused by dust, combined with the Italian's love of fast driving resulted in many accidents. To-day, it is possible to travel by motor-car from one end of Italy to the other along good asphalted dust-free roads.

This aggressive road development programme is expected to give considerable impetus to the automobile industry in that country. Hitherto, it has been a problem whether the few motor-cars in Italy were a result of the bad roads or the bad roads the reason so few persons

found the upkeep of a car worth while.

The Government decided to act by first improving the roads and leaving the automobile industry to benefit by the results and it is expected that within a comparatively short time, the number of motor-cars in Italy will be doubled. Italy is far behind other nations in the number of motor-cars per head of population. With a population of 40,000,000, only about 250,000 automobiles are in operation.

MARY PICKFORD'S NEW CAR.

The car which Douglas Fairbanks gave to Mary Pickford as a birthday present when she arrived in England was a 20/25 Rolls-Royce with a sedan de ville body.

Mr. Fairbanks himself went to Barker's while the car was being completed, and watched the finishing touches being made.

The car is painted in black with a thin white line, and is upholstered in plain fawn cloth with chromium and ivory fittings, and has veneered walnut panels. There are deep doors and a very low floor, and although the car goes back to America it has right-hand steering.

The latest safety features are fitted, such as triple glass throughout, dipping head-lamps and bumpers.

SPECIAL FIELD CAR.

New Six-Wheeler for The G.O.C.

SOME NOVEL FEATURES.

Pressmen visiting Kowloon Byewash Reservoir on Tuesday were greatly interested in the specially-designed field car sent out to Hong Kong for the use of the General Officer Commanding, H.E. Major-General J. W. Sandilands.

The car, the first of its kind to reach the Colony, or indeed the Far East, is a Morris-Cowley with many unusual features. Of sturdy construction, it has six wheels, the two rear pairs of which can be quickly converted into a "caterpillar tread" which enable the machine to travel over the roughest country.

The car is equipped with two special gear boxes, having eight gears in all. The four normal gears are contained in one box, and four special low gears are provided in a separate box, to be used in hill climbing. By the use of these gears the severest gradients can be overcome.

The roomy body provided ample seating accommodation, with space in the centre for the placing of a table.

This machine, which is part of standard equipment throughout H.M. Army, is a tribute to the enterprise and ingenuity of British industry, as exemplified by the Morris Company.

SIR M. CAMPBELL.

His Opinion of the Hillman "Wizard."

"People may wonder why so much fuss has been made about a car which, even if it is new, has very much the same appearance as other cars, and embodies no striking alteration in general design," says Sir Malcolm Campbell, in an article on the Hillman Wizard published in The Field. He goes on, however, to point out that the car has, in his opinion, "deserved all the attention it has received, for the simple reason that it was designed in order that it might be suitable for everyday use in any part of the world. The car has, moreover, undergone the most severe tests imaginable, and has come through these trials with full marks." After going fully into the good points of the Wizard, Sir Malcolm Campbell concludes:

"The new car adds a creditable page to the history of British engineering, and it ought not to be long before the car is in habitual use abroad. When that time comes the ambition of its designers will have been fully realised, since the Wizard was primarily designed to regain a portion of the world's markets for Great Britain."

"TRIERS" ARE BUYERS.

The enthusiasm with which the Hillman "Wizard" has been received is so great that a deluge of orders and inquiries has descended upon the factory.

From every part dealers report intense interest on the part of the public, and it is a fact that practically everybody who tries the car decides to purchase one. A point frequently commented upon is the extraordinary roominess of the body for a chassis of the wheelbase of the "Wizard" (9 ft. 3 in.). The rear seat of the Saloon, with its recessed armrests, is no less than 66 ins. wide giving ample room for three normal persons to sit comfortably abreast. The front seat, too, is very wide (50½ ins.), and the gear and brake levers have been set well forward, so that a third passenger can be introduced without the levers being obstructed. Although, of course, such a complement of passengers is not to be recommended, it is nevertheless useful at times to have the extra accommodation available for special purposes of a temporary nature.

HIS OWN REQUEST.

Motorist Disqualified For Life.

Arthur Ingram Walgate, an East Yorkshire farmer, of Arnold Skir- laugh, was at his own request disqualified for life from holding a motor driving licence at Hornsea, Yorks.

He was fined £25 on each of two summonses for being under the influence of drink when driving a motor-car and for dangerous driving. He was also ordered to pay costs on two other summonses, to which he pleaded guilty, the fines and costs amounting to £556 14s.

Walgate's solicitor said he had advised him to consent to voluntary life disqualification because Walgate was subject to violent storms in which he gave way to drink and lost control of himself.

The prosecution stated that Walgate collided with another car at Hornsea. The other car was overturned and his own car went through the fencing of some houses. Fortunately no one was hurt. He had previously collided with a cow.

WIZARDS' NOTABLE PURCHASERS.

The Hillman Wizard is finding its way on to the road in noticeable numbers, and inquiries made from owners

"WONDERFUL."

Tribute to London 'Bus-Drivers.'

A Croydon magistrate paid a high tribute to 'bus-drivers at the police court there.

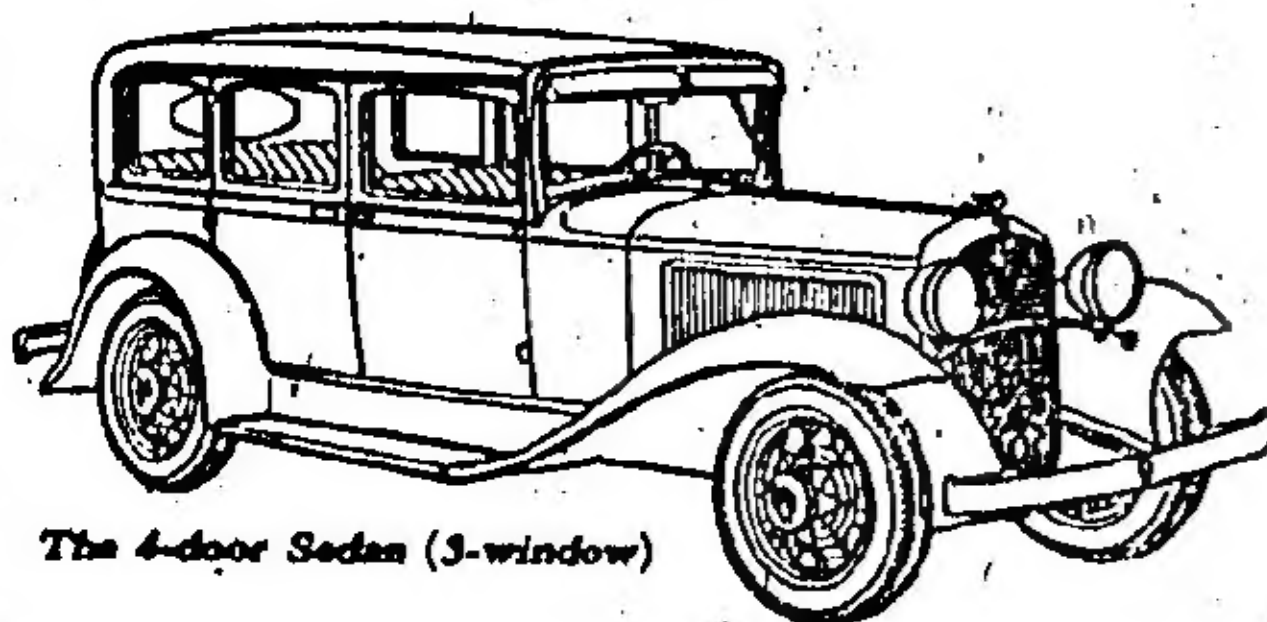
William Lakenau, a London General Omnibus Company's driver, was fined ten shillings and four guineas costs for driving without due care, and it was stated that in taking a bond too fast he caused collisions which damaged four vehicles.

Lakenau said that he had lost a month's pay as a result of the accident and 7s. to 10s. a week through being reduced to the rank of conductor.

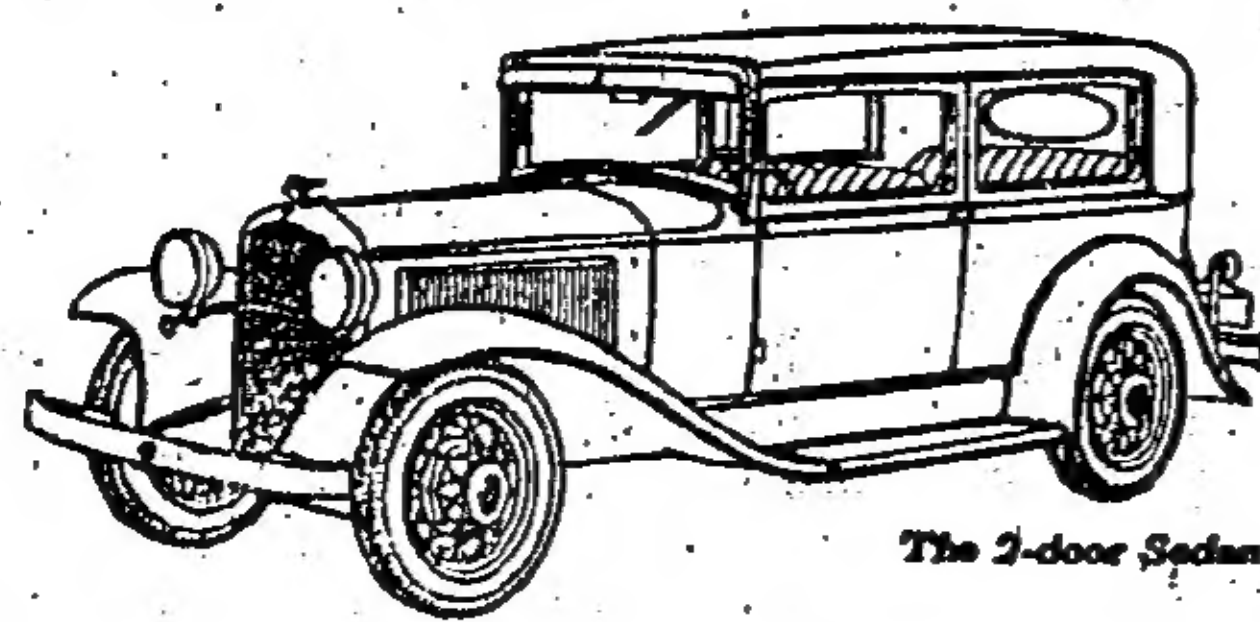
The Chairman (Mr. F. Allen): I cannot call to mind having ever before had a 'bus-driver here as a defendant in this kind of case. Busmen are such good drivers and are so courteous in every way. They generally come here as witnesses—and valuable ones—in helping to keep order on the road. Taking them as a whole they are wonderful drivers.

met on the highway as to their opinions of their new cars have elicited enthusiastic responses. Amongst those who have recently placed orders for Wizards are Major George F. M. Cornwallis-West and Colonel I. P. de Villiers, Commissioner of Police at Pretoria.

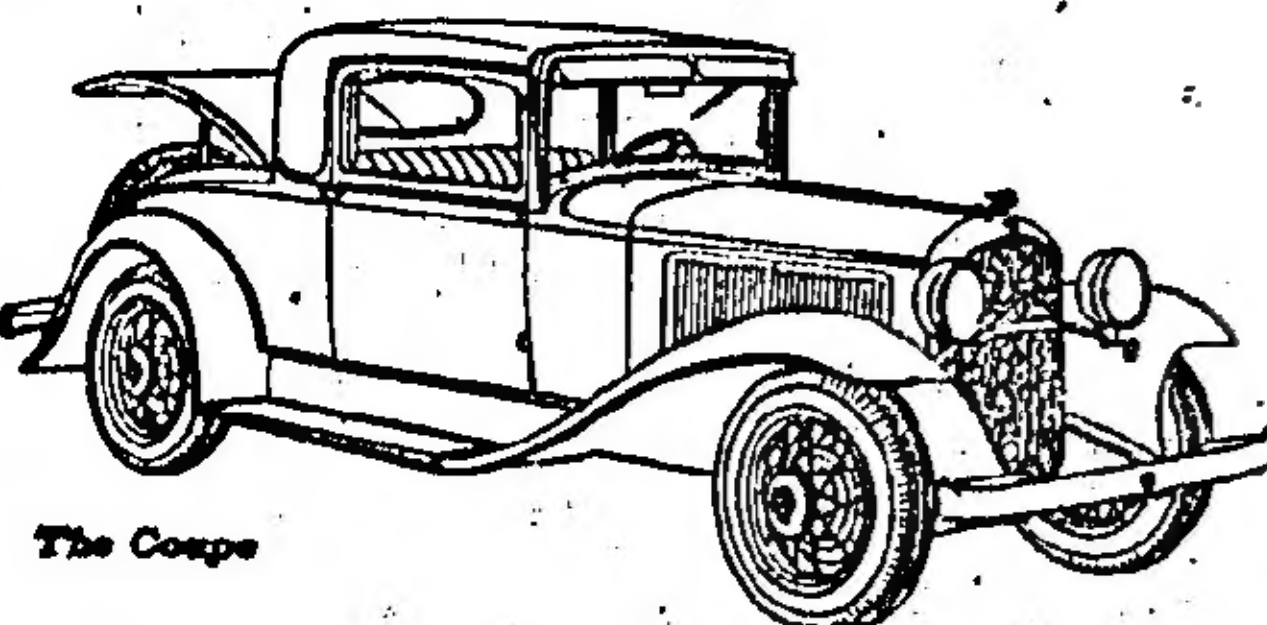
SMOOTHNESS OF AN EIGHT ECONOMY OF A FOUR PLYMOUTH FLOATING POWER and FREE WHEELING



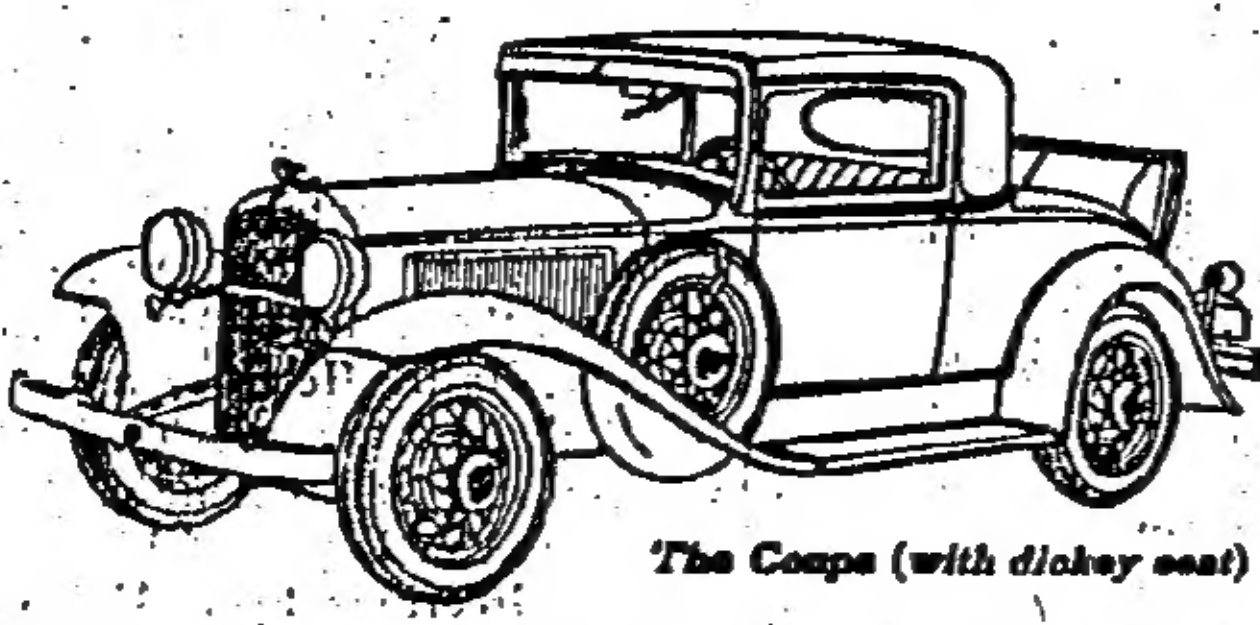
The 4-door Sedan (3-window)



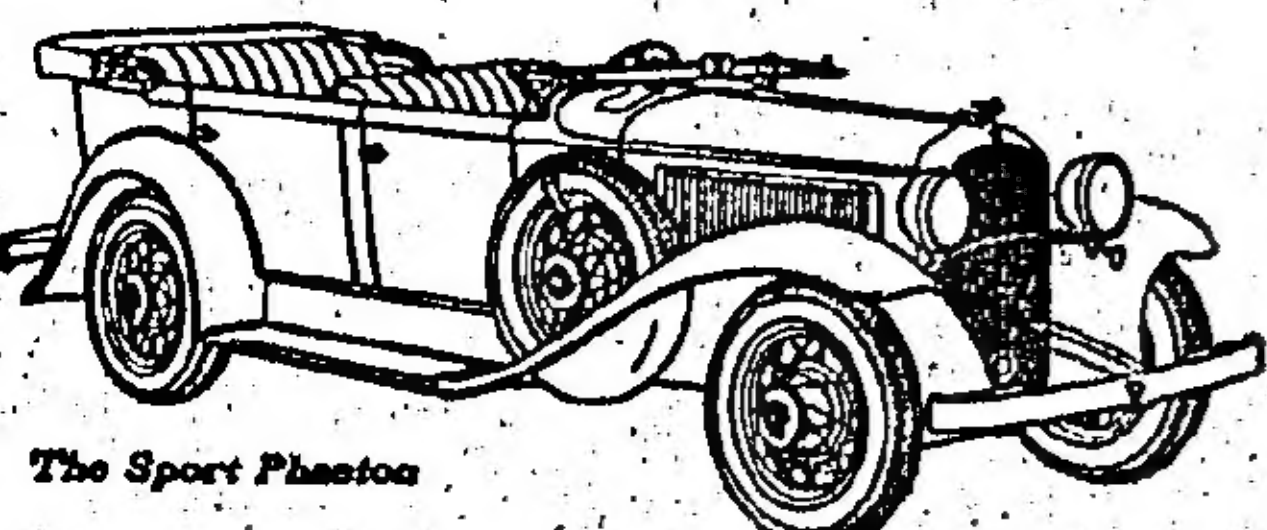
The 2-door Sedan



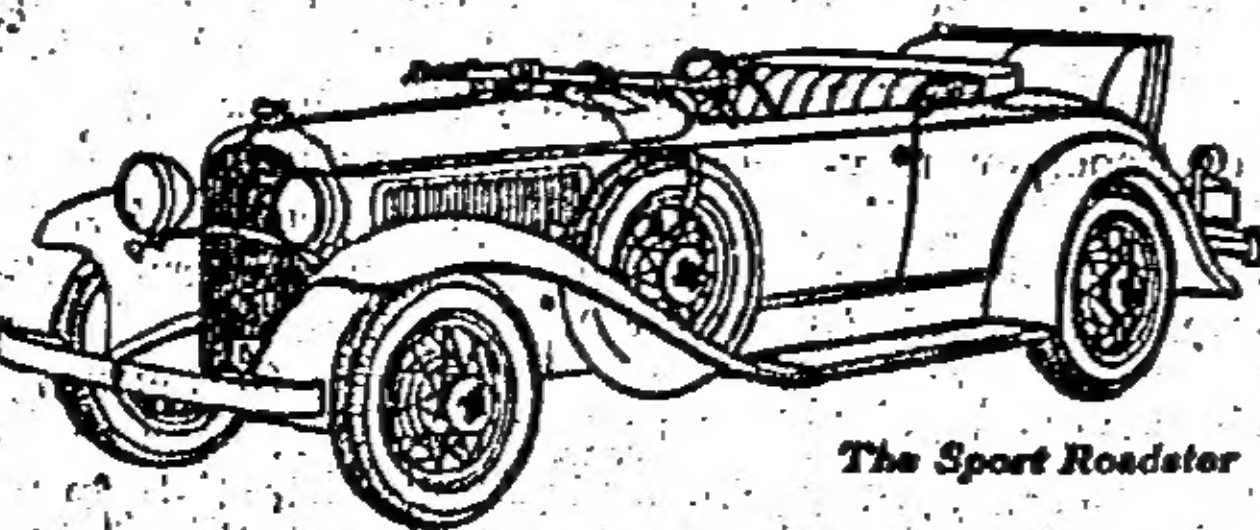
The Coupe



The Coupe (with drop-down seat)



The Sport Phaeton



The Sport Roadster

Floating Power—vibrationless, smooth performance—**Free Wheeling**—smooth, easy driving with economy in gas, oil and engine wear—**Easy-Shift Transmission**—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—**56 Horsepower**—65 or more miles per hour and ample power for heavy going—**Hydraulic Brakes**—simplest and unequalled for safety—**Steel Bodies**—virtually one piece for safety and freedom from rattles and squeaks—**Double-drop Frames**—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

THE NATIONAL MOTOR CAR CO.

CARS ARE NOW ON DISPLAY AT

33, DES VOEUX ROAD CENTRAL.

Tel. 25644

Tel. 25644

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
FIAT MOTOR CAR.—A. Goekke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goekke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

18,000 MILES IN AFRICA.

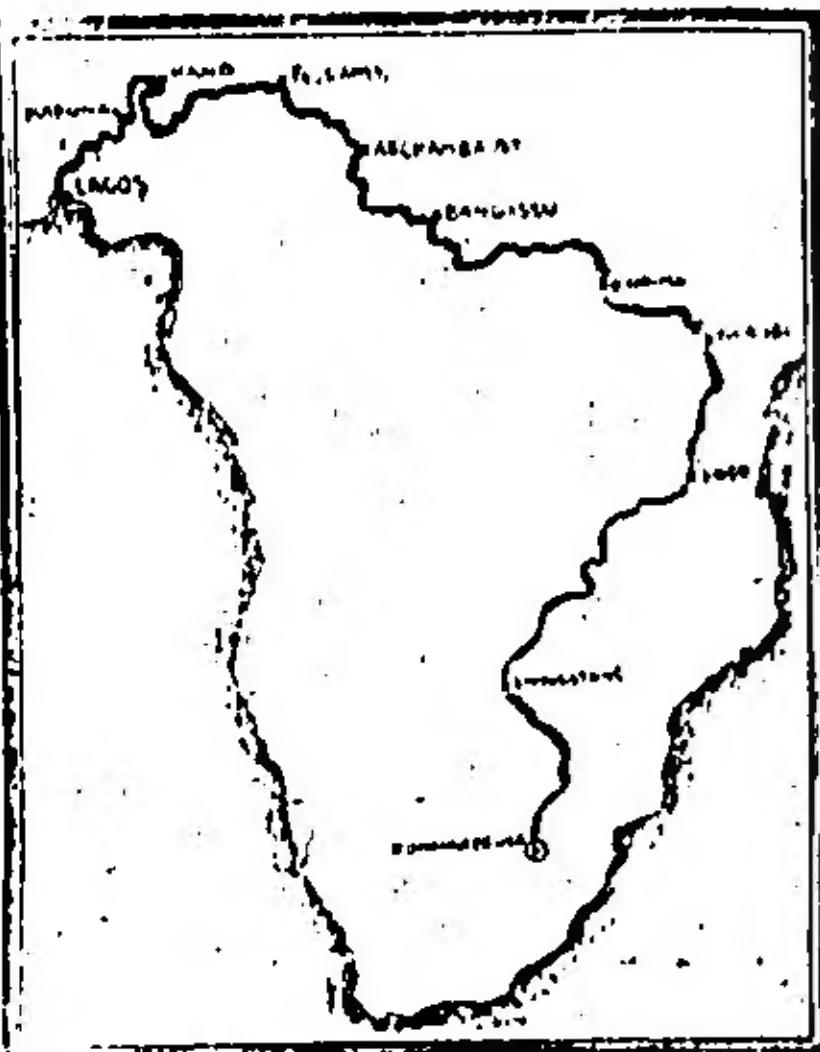
Trip of a Correctly Lubricated Car.

Surely one of the most ambitious journeys ever undertaken must be that brought to a successful termination by Mr. F. W. Hockey. Mr. Hockey, who used an Austin Seven, has provided us with his story which, by reason of the duration of the trip and the nature of the country traversed, is of some considerable length.

Mr. Hockey purchased a new Austin Seven touring model in Johannesburg a few weeks before he started on his journey, and apart from providing for a reserve supply of petrol and the carrying of a second spare wheel, no other alterations were made.

The scene of the start was Johannesburg which was left behind on August 31, 1929, no fewer than seventy-five Austin Sevens forming an escort. The first part of the journey was particularly strenuous by reason of the loose sandy nature of the tracks and the terrific wind storms encountered, but Nairobi was eventually reached without any trouble being experienced. Mr. Hockey spent four months in Nairobi securing photographs of nature and animal life.

The departure from Nairobi was made at the commencement of the rainy season, and as Mr. Hockey left his passenger behind at Nairobi, the prospects of carrying on alone were not of the brightest. This part of the journey was marked by extremely rough going, the roads being nothing more than a tangle of ruts and pot holes.



On arrival at Hoima, where terrific rain storms were encountered, the speedometer showed that 10,000 miles had been covered. So heavy was the rain that the wind-screen-wiper was useless, the only way to proceed in safety being to open the windscreen. At Bangassu Mr. Hockey was informed that for the next 900 miles of his journey no supplies of petrol would be available, so that every possible gallon was taken on board before departure. At Archambault, Mr. Hockey "found" eight gallons of petrol, for which he had to pay 9s. per gallon.

Some idea of the conditions which obtained may be appreciated from the fact that at Fort Lamy the thermometer registered 130° in the shade. At Jos a special permit had to be obtained as the roads were closed owing to the rainy season. In consequence the camel track was used, which meant miles of second gear work. On the way to Kaduna from Jos numerous swarms of locusts were seen, a sight that Mr. Hockey says was somewhat awe-inspiring. Twenty miles from Kano, the next point on the route, a tornado struck the little Austin Seven, the car being almost lifted off the road. So heavy was the rain at this point that Mr. Hockey could only see a few yards ahead of the car.

The last stage of the journey was from Kano to Jebba by rail, as there is no road from Kaduna. From Jebba the journey was continued by road to Lagos via Ibadan, the largest native city in Africa, and so ended a trip of 18,726 miles covered in eleven months.

In summing up, Mr. Hockey says that he used Mobiloil "BB" for the engine and gear-box of his Austin Seven, and that not the slightest trouble was experienced throughout. Little or no difficulty was experienced in securing supplies of oil from start to finish, in spite of the fact that Mr. Hockey gave no advance information regarding his project.

This is a very fine story of reliability, both of a popular British small car and of Mobiloil as, with the exception of one broken spring and three punctures, no trouble of any kind was experienced.

Nineteen gallons of Mobiloil "BB" were used, which works out at just over 935 miles to the gallon. Mr. Hockey drained the crank-case three times during the journey.

A NEW RILEY.

"Army" Model Available to the Public.

A new Riley touring car has just been announced. It is known as the simple but sufficient reason that it is an exact replica of the 9 h.p. cars which the company is supplying to the War Office.

Behind the introduction of this car there is a wealth of interesting history. Some two years ago the military authorities took delivery of a standard Riley Nine tourer with a view to putting it through its paces. They tested it vigorously for cross-country performance, etc., and then suggested modifications. These were effected, and the car, in its new form, was delivered in July, 1929.

Once again it was put through the most merciless tests for a distance of 10,000 miles, all over ploughed fields, up freak gradients, in deep sand, through hedges, across ditches and so forth. It passed these tests satisfactorily and in July last year the first contract was placed. Since then orders for further quantities have been placed by the War Office from time to time and "Army" models have become familiar sights in the Riley works.

The performance of the cars on rough stuff is naturally amazing, and they are (true) particularly suitable for overseas conditions; it was this that decided the manufacturers to offer exactly similar models to the public.

In most respects the new "Army" model has the specification of the standard 9 h.p. tourer, but it has much larger tyres—31 ins. x 25 ins.—and a greater back axle reduction, this making the gear rather lower than that of the standard car. Even so, however, a speed of 60 m.p.h. is possible.

The increase in the wheel size raises the ground clearance to no less than 11½ ins. so that extremely rough going can be negotiated; the springs, too, have been specially strengthened. The cars are finished in green, and the hood and side curtains are of normal pattern, except that the rear light can be rolled up to allow improved ventilation—a distinct asset when the cars are used in tropical countries.

This "go-anywhere" model should do much to enhance the prestige of British cars overseas, by reason of its superior performance on any sort of going whilst it has the British light car's economy. It should also prove popular amongst competition drivers, who will find it ideal for the tracks and gullies beloved by trials organisers.

A MORRIS RAILWAY FLEET.

The South African Railways administration has converted to actual rail service a fleet of two dozen Morris models, as a means of ensuring the independent, rapid and economical transport of its officials over a wide network of metals.

These interesting conversions are equipped with specially robust axles and flanged wheels, to cope with the formidable shocks and stresses produced by the passing of the vehicles over railway points, as compared with ordinary road work. The original road springs, shock absorbers, differentials and gear ratios have been retained, however, the diameter of the rear wheels being the same as that of the original road wheels.

Frontal alterations have taken the form of small and substantial wheels to mitigate trouble caused by stones on the rails, while steering has naturally been done away with. To reverse direction, jacks are engaged with centre of gravity sockets fitted to special sub-frames, and the cars lifted bodily and turned round.

Fuel consumption averages 30-33 m.p.g. A speed limit of 30 m.p.h. is imposed for light rail motor-trolleys, but these Morris "converts" are naturally capable of exceeding this figure considerably.

MORE DISTINGUISHED OWNERS OF HUMBERS.

Three recent additions to the already lengthy list of distinguished Humber car owners include Sir Clive Wigram, K.C.V.O., C.B. (Assistant Private Secretary and Equerry to His Majesty the King), Commander Harold George Campbell, D.S.O., R.N. (Equerry to H.R.H. The Duke of York), both of whom have purchased 18/60 h.p. models, and the Rt. Hon. Sir Malcolm Robertson, P.C., G.C.M.G., who has taken delivery of a Humber Thrupp & Maberly Limousine de Ville.

A FATAL SLEEP.

Racing Driver Who Dozed.

In the 10,000-kilometre European reliability trial organised by the German Automobile Club, out of a team of nine, eight Ford entrants won first-class awards, and one a second-class. The whole were awarded the team prize for the most consistent performance, irrespective of class, price or type.

The route covered is considered by many to be one of the most gruelling in Europe, and the Ford type of springing played no small part in achieving success. One German driver dozed at the wheel when doing about 60 m.p.h. in Spain. His car left the road and hit a tree; the driver was killed and the mechanic seriously injured.

The awards were announced at a banquet at which the members of the winning Ford team were honoured by the president.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places, you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

Don't try to make a car do more than it is capable of. Don't sheet after sheet, into huge machines, and shape as though it were cardboard, into various sections which, welded together, emerge as the body of a car—the lightest and strongest it is claimed, on the road. It may bend, but it will not fracture.

The appointment of an overseas scientist to the oversight of such an important industry is a step which will be watched with considerable interest.

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

The Eights with Buick's Prestige

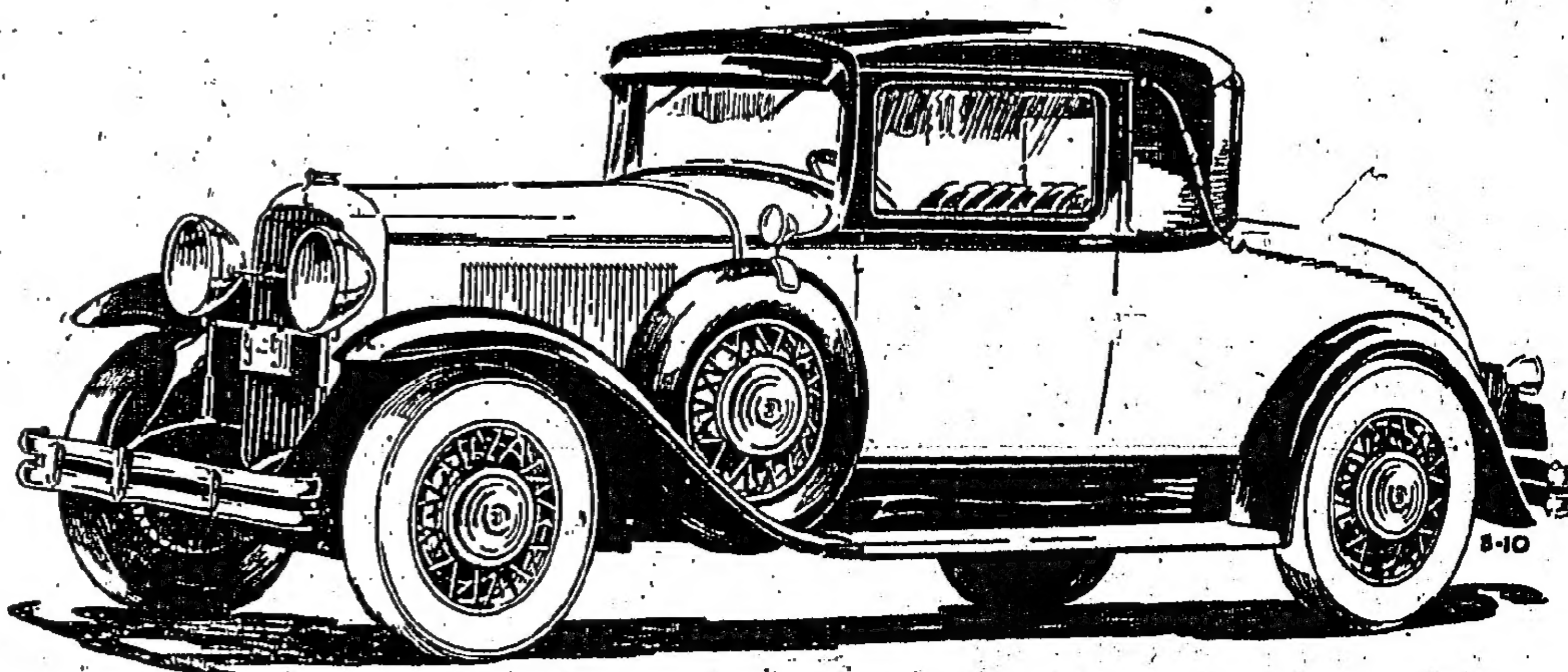
No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models	H.K.\$8,275 to H.K.\$ 8,775
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MOTOR SCIENCE.

'Varsity Don in Motor Shop.

A university don from the New World has come to the ancient seat of learning of the Old to devote himself to the practical application of science to industry.

He is Dr. G. L. Kelley, until lately one of the professors at Harvard, the great University of America. He has come to Oxford, where are the works of the Pressed Steel Company of Great Britain, to apply his knowledge of metallurgy to the production of pressed steel bodies for British motor-cars.

Here he is supervising experimental and research work, and in a chat with an Oxford reporter in small week he said he had no qualms about forsaking an academic life for industry, with which, for some years, he had been in close contact in America.

British Workmen—Excellent.

"I have not yet been in England long enough to form convictions," he added, "but my observations have led me to the opinion that the salvation of British industry lies largely in the development by mass production in which the United States has led the way."

"You have some very definite advantages — your British workers, for example, are excellent, and considerably in advance of the general level in America, where the men of many races, many illiterate, and most difficult to instruct, constitute a real workshop problem."

"It is essential, however, that you should keep up to the highest possible level the purchasing power of your people and so maintain demand. Like most Americans I believe in high wages and in getting foremen to see that they are earned. It is one of the essential factors in keeping up the power of the consumer to buy what is produced. And, of course, with high wages must go increased output."

A Developing Industry. The making of pressed steel bodies in cars, upon which, at the Oxford factory, the company employs 3,000 men, working at machinery costing about £500,000, is developing rapidly.

Pressed steel, most of which is specially made at the Newport (Mon.) works of Lysaghts, is fed (Continued at foot of preceding column.)

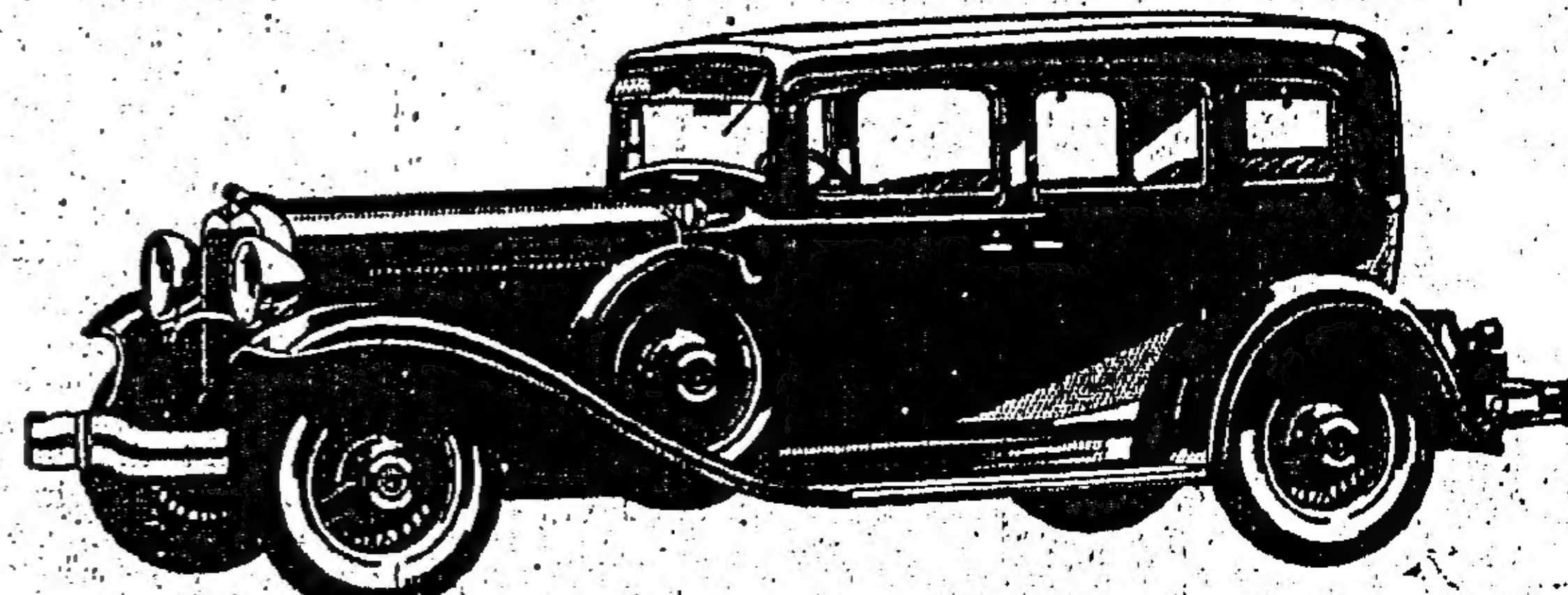
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Advancing Traditional Excellence LONGER WHEELBASES give gracious riding comfort and smart, fleet appearance—DOUBLE-DROP FRAME, provides low-swinging grace and great strength of chassis—ADVANCED PERFORMANCE from engines of greater power and greater efficiency—MONO-PIECE STEEL BODIES, insulated, jointless and squeakless, extremely strong; with exceptional upholstery and other fine appointments—INTERNAL-EXPANDING HYDRAULIC BRAKES, weatherproof, positive, self-equalizing.



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With JANE BAXTER and RICHARD COOPER.
A GAUMONT BRITISH TALKING PRODUCTION.



NEXT COMMENCING SUNDAY, 27th SEPT.
LAUGH! long and loudly at their Search for

"Forbidden Adventure"

A Paramount Picture with MITZI GREEN, EDNA MAY OLIVER, LOUISE FAZENDA & JACKIE SEARL.
BOOKING AT THE THEATRE. TEL. 25313.

CURRENT SPORTING GOSSIP

RUGBY FOOTBALL AT THE K.B.S.F.P.A.

Preliminary Try-Out a Big Success.

TEAMS FOR SATURDAY.

The K.B.S.F.P.A. Rugby football section held a very satisfactory practice yesterday afternoon on their ground at King's Park. Over 40 members made an appearance and, with the backs working under J. J. Ferguson and the forwards under Dr. Cogan, a few of the many elementary rules of the game were explained and movements executed. Toward the latter end of the practice, a game of five minutes each way was played and, though there were many infringements, it showed one or two players to advantage.

Lt. Keith Murray, an All-Army three-quarter, made a welcome appearance and displayed an admirable style, upon which newcomers to the three-quarter line could very well model their play. Lieut. Grayham and Lance-Corporal Frankham also turned out for the new Club, which does not lack enthusiasm in the early stages of its career.

Owing to the counter attractions of football and cricket on Saturday the teams on view on that day will not give a fair indication of the strength of the Club.

The following have been selected to play in the first game to be played on the K.B.S.F.P.A. ground at King's Park on Saturday at 5 p.m.

Whites:—Lance-Corporal Frankham; C. C. Francis, T. Whitley, Lieut. Keith Murray, J. J. Ferguson; G. C. Burnett, D. F. Kilby; G. B. Gurevitch, J. M. Purvis, J. Edwards, H. Brokenshire, A. N. Other, J. E. Wilson, R. Witchell, and Lieut. Grayham.

Colours:—L. D. Skinner; A. Bloomenthal, J. Jenner, D. Black, J. King; A. James, J. S. Crozier; J. White, B. Bonham, J. M. Wilson, J. Riddell, E. O. Murphy, Dr. Cogan, M. Burgaust, and S. Macnider. Reserves:—J. Smith, B. I. Bickford, H. Gregory, C. Airis, S. Moses, and R. Dormer.

Referee: G. F. Rees. Any members desiring a game on Saturday and whose names do not appear in the above list are requested to turn up. Numerous changes will probably be made at half time, thus giving everyone a game.

The League football match between the Radio and the Chinese Athletic in the Third Division will be played on the Chinese ground at Happy Valley on Saturday at 4.30 p.m.

EVERTON'S HOME VICTORY.

DRAW AT ST. ANDREWS.

Cup Holders in Big Scoring Game.

SOUTHPORT DEFEATED.

London, Yesterday. The following were the results of the six League matches in today's Association football programme:—

First Division.

Birmingham 0 Sunderland 0
Everton 2 Derby Cnty. 1
Manchester C. 2 West Brom. 5

Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	7	5	1	1	26	12	11
Sheffield U.	7	5	0	2	16	7	10
West Brom.	8	5	1	2	17	7	11
Arsenal	7	3	1	1	14	8	9
Everton	7	5	0	2	14	10	10
Huddersfield	6	3	2	1	9	8	8
Aston Villa	5	3	1	1	17	8	7
Middlesbrough	7	3	1	3	16	10	7
Bolton W.	7	3	1	3	16	17	7
Liverpool	7	3	1	3	15	13	7
Blackpool	7	3	1	3	8	16	7
Birmingham	7	2	3	2	13	12	7
Derby C.	8	3	0	5	12	15	6
West Ham	7	3	0	4	8	15	6
Manchester C.	8	2	2	4	10	16	6
Leicester C.	6	2	1	3	11	11	5
Blackburn R.	7	2	1	4	12	18	5
Sunderland	8	2	2	4	11	11	6
Grimsby	7	2	1	4	11	19	5
Portsmouth	7	2	1	4	8	16	5
Newcastle	5	2	0	3	8	9	4
Chelsea	7	1	1	5	12	19	3

Second Division.

Bristol C. 0 Plymouth A. 2
Notts Cnty. 1 Oldham A. 0

Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Bury	7	5	1	1	17	7	11
Bradford	7	4	2	1	19	11	10
Plymouth A.	7	4	2	1	13	9	10
Wolves	6	4	1	1	18	6	9
Stoke C.	7	4	1	2	13	9	9
Southampton	7	4	0	3	14	13	8
Tottenham	7	3	2	2	18	14	8
Leeds U.	7	3	2	2	8	5	8
Millwall	7	3	1	3	14	10	7
Port Vale	7	3	1	3	12	15	7
Notts Cnty.	7	3	1	3	11	14	7
Preston N.E.	7	2	3	2	11	16	7
Oldham A.	7	2	2	3	12	10	6
Notts Forest	6	2	2	2	9	11	6
Swansea T.	7	3	0	4	10	13	6
Bradford C.	7	2	2	3	12	17	6
Barnley	5	2	1	2	7	8	5
Sheff. Wed.	6	2	1	3	10	16	5
Barnsley	7	2	0	5	10	18	4
Manchester U.	7	1	2	4	8	14	4
Charlton A.	6	1	1	4	9	13	3
Bristol C.	7	1	0	6	8	20	2

Third Division (North).

Hartlepool 2 Southport 1

Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Lincoln C.	7	5	0	1	20	10	12
Southport	8	5	1	2	13	10	11
Crewe A.	6	5	0	1	14	7	10
Gateshead	7	5	0	2	20	9	10
Barrow	7	5	0	2	13	8	10
Wrexham	7	3	3	1	13	9	9
Tramwre R.	7	4	0	3	18	7	8

(Continued in next Column.)

TOURISTS' THIRD DRAW.

Chinese A.A. Football Touring Eleven.

CLEVERER TEAM.

Singapore, Sept. 16.

The Chinese Athletic Association experienced the third draw of their Singapore visit at the Anson Road Stadium last evening when they shared four goals with the S.A.F.A. Last time the two teams met the game resulted in a draw 5-5. Last Sunday against the Malayan Chinese the visitors drew 1-1.

In point of fact the Chinese Athletic Assn. were the cleverer team for most of the game but the S.A.F.A. side, in spite of their unusual combination, drew level in the last fifteen minutes and should have won after that since they were around the visitors' goalmouth continually, and generally showed more determination to turn matters in their own favour.

Suen Kam-shun and Ho Ka-Keung scored for the tourists' who lined up as follows:

Wong Yun Shing; Leung Yak Jong and Mak Kwok Tung; Lai Kwok Chin, Wong Sui Wha and Chan Chim Woo; Chan Kwong Su, Suen Kam Shun, Ho Ka Kung, Lee Yee Shun and Lee Hong Ching.

ENGLISH LEAGUE SUCCESSFUL.

Irish League Defeated at Blackpool.

London, Yesterday. The English League Football XI defeated the Irish League by four goals to nil at Blackpool to-day.—Reuter.

Information has been received that the dates for the Lawn Bowls Interport encounter against Shanghai have been fixed. The dates are Saturday, October 10; Wednesday, October 14, and Saturday, October 17.

	P.	W.	D.	L.	F.	A.	Pts.
Hull C.	7	4	0	3	13	9	8
York C.	7	4	0	3	10	14	8
Hartlepool	8	2	4	2	13	19	8
Accrington S.	8	3	1	2	16	15	7
Darlington	7	3	1	3	15	13	7
Hullax	7	3	1	3	8	7	7
Chester	7	2	3	2	14	12	7
Carlisle U.	7	2	2	3	17	16	6
Doncaster R.	7	2	1	4	12	19	5
Walsall	7	2	1	4	8	12	5
Rochdale	7	2	1	4	8	18	5
Rotherham	7	2	0	4	14	17	4
Wigan Boro	7	1	1	5	6	21	3
Stockport	7	1	1	5	6	9	3
N. Brighton	7	0	1	6	4	18	1

—Reuter.

DON BRADMAN'S POSITION

London, Sept. 1.

Don Bradman, the great Australian cricketer, has to-day cabled to an intermediary, acting on behalf of the Accrington club, that he is willing to sign a two-years' contract to play in Lancashire League cricket.

It is practically certain that he will play for Accrington in Saturday afternoon cricket next season. It is understood that the terms offered are £25 a week.

The Evening Standard reveals below the full inside story of the negotiations.

The Accrington Cricket Club had offered Bradman, through an intermediary, a three-year contract, but have sent a reply intimating that they are agreeable to accepting a two-years' contract.

"As this is the only condition of the terms which he has asked to be reconsidered," said Mr. G. Holgate, the secretary of the Accrington club, "you can take it as being more than likely that the financial side of the matter has been disposed of. We are expecting a further telegram from Australia at any time informing us definitely that Bradman has accepted our terms."

I am also able to reveal, on good authority, that the mysterious intermediary who has played a leading part in the negotiations is Constantine, the Nelson professional, who has also been in close

touch with Mr. T. Morgan, chairman of the Nelson Cricket Club.

In using an intermediary to conduct the negotiations the Accrington club has been impelled by the desire to avoid publicity until the actual signing has been secured, and to prevent other clubs from entering the field, with perhaps more attractive offers for the services of the famous batsman.

It is probable that even now Bradman is unaware of the name of the club with which he has been negotiating. He has not yet been officially informed that the offer has come from Accrington C.C. His only information is that the club anxious to secure his services is one in the Lancashire League.

"Negotiations were not officially opened until yesterday," Mr. Holgate said, "and they are still being conducted through an intermediary, who, of course, will make no announcement on the subject until the other officials of the club have been consulted."

"We have reason to believe," he added, "there will be no hitch in the signing of the contract, and that Bradman will appear as our professional next season. We would not expect Bradman to come to Accrington until about the middle of next April, but I rather think that in the event of his signing the contract he would leave Australia before that time."

"I think he might also come to England for business reasons."

When I asked a member of the

Lancashire County Cricket Club if there was any possibility of Bradman playing later for Lancashire he said:

"I should say no. At present the club has no interest in him."

It is surmised—though not officially admitted—that if Bradman goes to Accrington efforts will be made to persuade him to play for the Lancashire county team when he has obtained the two years' residential qualification necessary to enable him to play in county championship games. The interesting point has arisen as to whether Bradman would be entitled to half of the year and for Australia the other half. The agreement under which Bradman visited England during the last tour provided that he should not return to England within two years after the completion of the official tour. It is ten months since Bradman disembarked at Fremantle and therefore the agreement would appear to be enforceable for another 14 months.

It is contended by some that as Bradman has been penalised for a breach of that agreement, the contract no longer binds him. A strong feeling exists among a section of the Lancashire County officials that, to make county cricket more attractive, they should if necessary, go outside the realm of County born men, and, it is also hinted that Bradman is not the only Australian who may be willing to come.

STARS

TO-DAY TO SATURDAY

At 2.30, 5.20, 7.20, & 9.20.



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FLAMING ROMANCE

MARRIAGE stifled his genius. Years of his wife's devotion, family position—he threw everything aside for a flaming romance.

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High Class English Jewellery.

MAJESTIC

TO-DAY TO SATURDAY AT 2.30, 5.20, 7.20 & 9.20 P.M.

HARD to GET

WITH DOROTHY MACKAIL

Easy on the Eyes, but hard to get, walks home from more Auto Rides than other Girls are invited to. But you ought to see what happens when she hitch-hikes to Loveland with a Garage Mechanic.

SHOWING FOR THE FIRST TIME IN THIS COLONY.



COME HERE TO SPEND A PLEASANT EVENING AT A SMALL COST.

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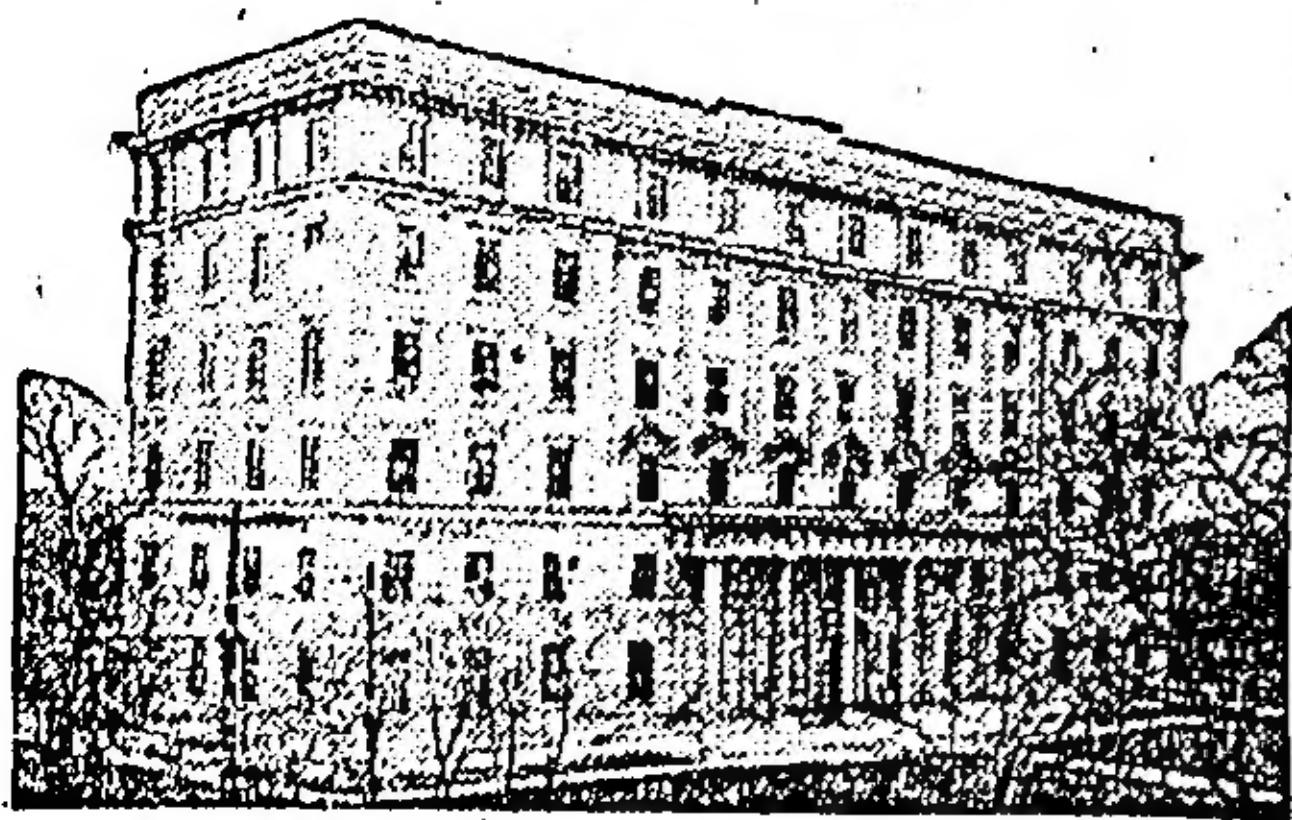
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GOLF SKILL TURNED INTO MONEY

A Business Man's
Adventure.

By HARRY VARDON

It is clear that a new star of the kind that the Americans call "colourful" has entered the firmament of professional golf in the person of George Von Elm. I am informed in a letter from the United States that he has just joined forces with Billy Burke, the recent winner of that nation's open championship, for the purposes of tournaments and exhibition matches.

As Von Elm was runner-up to Burke for the title after two ties, they ought to make a strikingly attractive pair. They will certainly dominate public attention if, as expected, they come over for next year's British championship.

Von Elm has a record which is unique. It seems to me that he shows all the possibilities of developing into a world-better.

For about five years we knew him as the second best amateur in the United States, and an efficient thorn in the side of Britain in the Walker Cup match. Nevertheless, it would be idle to pretend that he did all that might have been expected of him considering how highly his compatriots rated him, and that he looked to be so essentially the man to achieve great things.

For instance, his performance in the British amateur championship were exceedingly disappointing, for he disappeared early, and was almost unseen on each occasion that he played. However, in his first three months or so as a professional, Von Elm did brilliant things and won £2,000 in prize money.

Spur of a Change.

It has not often happened that amateurs at the height of their powers have decided to become professionals, and Von Elm is probably the most notable example of all if we except Jones, who is now concerned with commercialising his swing and his reputation through the medium of the talking pictures.

All the evidence goes to show that those who change their status with the object of remaining in the game improve in a remarkable degree when they become professionals, no matter how good they may have been as amateurs.

I am sure that Albo Mitchell bettered himself by at least two strokes a round within a year of his conversion. Excellent as he was when he reached the final of the British amateur championship, he advanced rapidly directly he turned professional, and was not far off winning the Open Championship at the first attempt.

I know that he never has won it, but I am equally certain that his advance would have been irresistible if he had not suffered constantly from the after effects of trench fever.

Von Elm, building on his ground-work as one of the world's best amateurs, surely has rare opportunities of profiting by that atmosphere and developing that technique which professional rivalry seems to create.

I know that, when he took the plunge, he issued a statement to the effect that his business would have first claim. He is in the insurance world, and, with Los Angeles as his headquarters and the film-making community among his clientele, one can readily believe him when he says that it must have prior consideration, and that during the past ten years it has enabled him to play amateur golf by spending £10,000 of hard-earned money.

Presumably Von Elm has been able to take a rest from business since he became a professional golfer, because he appears to have played in all the open tournaments in the Southern States and most other places. Those events do not allow much time for other work.

The Modern Type.

Von Elm declared in his proclamation that he is not qualified by training of any kind to become a golf professional.

If by this he means that he cannot make or mend clubs, or look after a shop, he need not worry. Once upon a time it was deemed indispensable that every professional should be skilled in the craft of making clubs, irrespective of his qualities as a player.

More and more, however, has it become the custom to regard the

player of distinction as one who ought not to be hampered by duties at a bench, writes Harry Vardon in The Sports Dispatch. Few of the leading men of Britain and America are expert in the manufacture of the clubs which they use so dexterously. And, indeed, in concentrating upon playing ability as the path to success, and leaving assistants to do the work, they proved wise in their generation.

The fine art has gone out of club-making with the vogue of steel shafts, which have the defects of their own virtues. They are standardised, so that everybody obtained a good one; but they cannot be subjected to those refinements of alteration in the manner that a good craftsman would adapt a hickory shaft to individual requirements.

Indeed, it seems to me that the player of possibilities is now better advised than ever to focus on his golf rather than on his club-making. If he succeeds in the one branch, success will come in the other.

People will find in his clubs a glamour born of the name on the head.

No doubt Von Elm will overcome that early diffidence which made him say that he is not qualified to be a golf professional. He has made a wonderfully good start in the role.

Mitchell as an amateur was not the equal of Von Elm. T. D. Armour was merely promising as an amateur. He is now British Open Champion. The new convert may prove to be the next dominating personage in the golfing world, in spite of his desire to be known as a "business man professional," who is hoping only to win the expenses entailed by the game.

Our Sports Diary.

LOCAL

LAWN TENNIS—To-day—"A" Division—L.R.C. v. H.K.C.C. To-morrow—"C" Division—Recrelo v. C.R.C.

RUGBY FOOTBALL—Saturday—New Kowloon Rugby Club Trial Game.

LAWN BOWLS—Saturday—Aikhead Shield—Kowloon v. Hong Kong.

RACING—Saturday—Eighteenth Meeting at 1.30 p.m.

FOOTBALL—Saturday—First Division—Police v. Navy; Recrelo v. Argyle; Chinese Ath. v. St. Joseph's; Club v. South China; Kowloon v. Eastern; Second Division—Ewe v. University; Navy v. Kowloon; Club v. Argyle; South China v. Borderers; 12th H. Battery v. Chinese Ath.; R.A.C. v. Tsung Tsin; Third Division—Borderers v. South China; Radio S.C. v. Chinese Ath.; Recrelo v. Royal Engineers.

ABROAD.

GOLF—To-day to Saturday—U.S. Lark National Championship.

YACHTING—To-day—Lipton Trophy for Outboard Races at Philadelphia.

FOOTBALL—Saturday—Full English and Scottish League programmes.

RACING—Saturday—Newbury Autumn Cup.

THE MIXED DOUBLES LEAGUE.

Kowloon Cricket Club
Victory.

RECRELO DEFEATED.

The Kowloon Cricket Club concluded their fixtures in the Lawn Ten Mixed Doubles League yesterday with a Victory over the Club de Recrelo by 5 sets to 1, bad light preventing the remaining games reaching a definite result.

Scores:

E. C. Fincher and Miss O. Dalziel (K.C.C.)—

lost to Barretto and Miss Ribeiro 4-6

beat V. Yvanovich and Miss Osmund 7-5

E. F. Fincher and Mrs. McTavish (K.C.C.)—

beat Noronha and Miss Botelho 6-3
beat V. Yvanovich and Miss Osmund 6-2

A. E. Guest and Mrs. Kew (K.C.C.)—
beat Barretto and Miss Ribeiro 6-4
beat Noronha and Miss Botelho 6-2

CREMER'S TRIUMPH IN TREVESSA TROPHY.

Her Two Entries Gain
First and Second.

QUARTER OF MILE WIN.

The sixteenth semi-annual sailing race for the Trevesa Trophy concluded in a mantle of glory for the Cremer, a Dutch vessel. Entering two boats, the Cremer claimed the first two places out of a field of eleven boats.

Gaining a flying start Cremer No. 8, rounded the Kowloon Rock with 200 yards to spare and won comfortably by a quarter of a mile. Roughly nine minutes later Cremer No. 7 crossed the finishing line after a hard tussle with the Hal Ning.

The time recorded was No. 8—45 mins. 46 secs. No. 7—54 mins. 30 secs.

The remaining nine entries were from the Hal Ning, Empress of Asia, Kowloon Dock, Kwangchow, Foonshing, Kungchow, Takada, Hingang and Kweiyang.

At the conclusion of the race, Commodore Walker presented the trophy to the winners in the presence of a large crowd which included His Excellency and Lady Peel, Commodore A. H. Walker, the Hon. Mr. H. T. Creasy, Mr. E. W. Carpenter, Mr. A. Cameron, Mr. A. H. White, Capt. Skinner, Capt. Lumsden, and Capt. Lovegrove.

OPEN LAWN BOWLS CHAMPIONSHIP.

J. Laing Defeats A.
Hyde Lay.

J. Laing, Taikee, defeated A. Hyde Lay, K.C.C., in the Open Lawn Bowls Championship by 21 shots to 12 on the Craighower Green. Hyde Lay held a narrow lead at the ninth end, but Laing scored 13 in the next six heads to give him a lead of 12 shots, and though he encountered stern opposition in the next three heads he went out at the nineteenth head with nine shots lead.

TURF TRAINING'S EFFECT.

Health of Newmarket
Population.

Dr. Critchley, acting County Medical Officer of Health for West Suffolk, states in a report that in the Newmarket district the training and breeding of racehorses is the only industry which seems to have any particular unfavourable influence upon the public health.

"A man occupied in this trade," he writes, "appears to be very prone to pulmonary tuberculosis, probably on account of the perpetual under-feeding and intensive training necessary to keep his weight under a certain limit. As a result, the death-rate from tuberculosis is higher in Newmarket than in West Suffolk as a whole."

HAPPY VALLEY GOLF.

The Happy Valley Summer American Tournament now completed has resulted in A. E. Clarke with a total of 23 points taking first place.

Other scores were H. H. Mundy (18 points), P. Morrison (16 points), and S. Stacey (15 points).

The winner was successful in winning 11 matches, halving 1, and losing 2 of those reckoned in the competition.

The Adamson Cup, September Qualifying Round has been cancelled owing to the entries numbering only two.

When we American boxers come to your country we must bow to your rules and your methods. We understand that you regard boxing as a science, that the word "knock out" is not mentioned in the Marquess of Queensberry rules, and that your referees give points for defence and style. And when your boys come to America they must recognise that we give nothing for defence or style, that a knock-down, though it may not finish a fight, is considered worth a good deal more than the mere point you give, and that, in fact, in our view the man who loses is not necessarily the man who scores fewer points but the man who gets the bigger thrashing.—Young Stribling.

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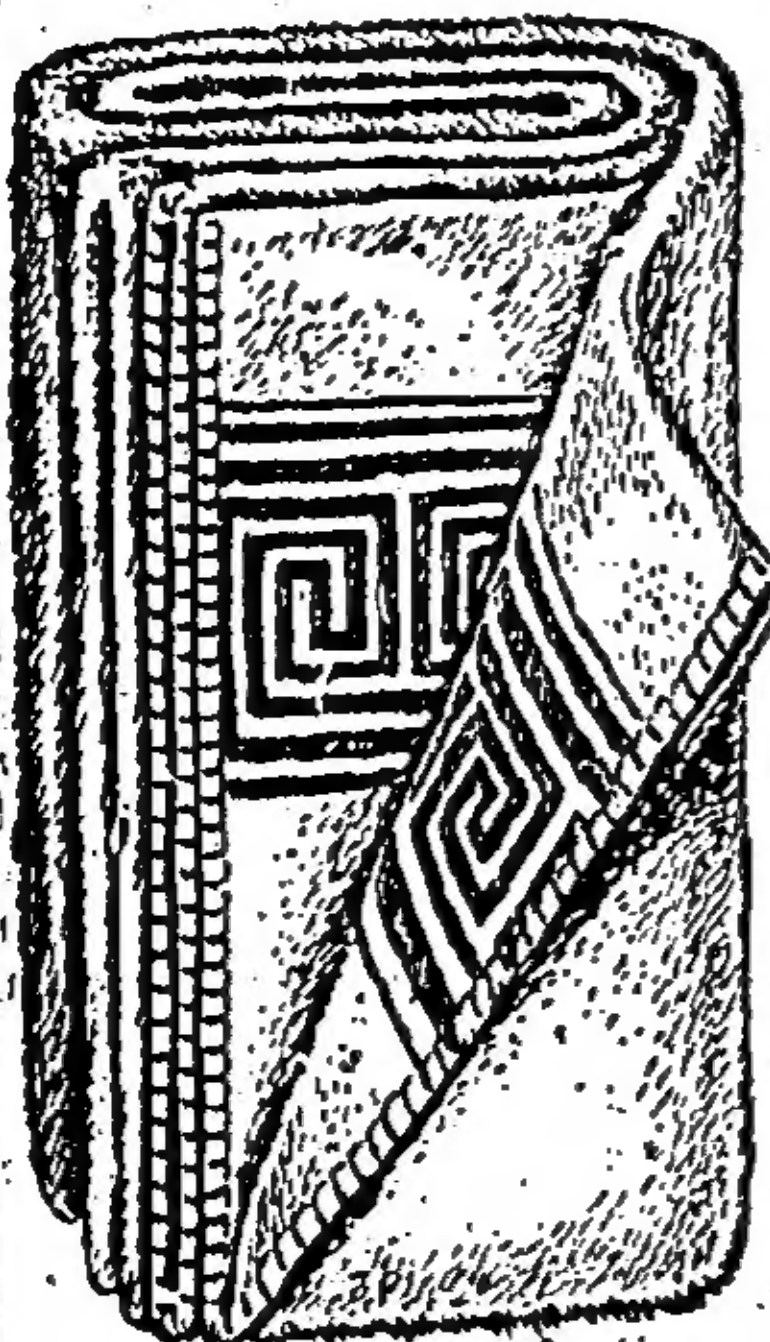
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DEATH.

ROZARIO.—At his residence, St. Joseph Building, on Thursday, September 24, 1931, Policarpo Antonio Rosario, aged 47 years, dearly beloved husband of Maria Sequeira Rozario. The funeral will pass the Monument to-day at 5.30 p.m. Shanghai and Macao papers please copy.

The China Mail

Hong Kong, Thursday, Sept. 24, 1931.

"Humiliation."

Yesterday was observed by the Chinese in this British Colony as "Humiliation Day"—the sequel to the Sino-Japanese clash in Manchuria. What would all British citizens have thought if it had been a "Humiliation Day" arranged by the Japanese and had seen hundreds of Japanese flags at half-mast? Would it not have been regarded as a direct intention of fanning the flames of Chinese feeling over the Manchuria incident? Would it not have been condemned as decidedly impolitic in a British Colony in which all races enjoy equal rights under the protection of the British flag? Merely because the Nanking Government decrees a certain course Chinese subjects in this British Colony must needs obey it, irrespective of whether or not Japanese or anybody else's susceptibilities are hurt. Nor did it matter, apparently, whether or not the observance of "Humiliation Day" by the Chinese could be even wrongfully, of course—contrived by the Japanese as a symbol of British sympathy with China in her regrettable dispute with Japan. It does appear now, particularly in view of the anti-Japanese mob demonstration in the Wanchai district last night—that the Hong Kong Government has been taken off its guard. As matters have developed, it must most regretfully and reluctantly be asserted that yesterday was a "Humiliation Day" for the Hong Kong Government. Its "Intelligence Service" seems to have broken down. Its accustomed presence in domestic affairs appears to have vanished. Even among those Chinese sporting Associations that closed

their swimming pavilions and suspended sporting activities for a day was, it is reported in a morning contemporary, the Hong Kong Chinese Civil Servants' Club! In what other Crown Colony would alien Civil Servants be permitted to associate themselves publicly with a dispute between two non-British nations? It is a disgraceful commentary on the silence and inaction of the Government of Hong Kong!

Nor can the Chinese leaders in the Colony, the Chinese members of the Legislative Council, the Chinese Chamber of Commerce, and the Chinese members of the Rotary Club be held entirely blameless for tacitly acquiescing in an observance of "Humiliation Day" by their compatriots in this Colony to the extent of a public display of Chinese national flags at half-mast. Against secret ceremonies—such as a minute's silence before tiffin in one Chinese Club—no possible objection can be laid. The Chinese, as with all nationalities, can do what they please, with due respect for law and order, in the privacy of their own homes and Clubs. As in the case of the Hong Kong Government, it must equally reluctantly be placed on record that our Chinese leaders have failed the Colony by even a policy of passiveness toward the Chinese "Humiliation Day."

It is no intention of ours to view the question from the viewpoint of the Japanese residents who were deliberately affronted in a British Colony. For the sake of our argument it does not matter whether the Chinese observance was directed against Japanese or Annamites or Koreans. They are represented here by a Consul-General, who is quite capable of protecting their interests and of making representations to the local Government. It is existing measures for their protection, be deemed inadequate. But that of itself does not necessarily condone either the local Government or the leaders of the Chinese community for the deplorable events of yesterday—events of which there must be no possible recurrence in the fair name of the Government and of the Chinese to be restored and maintained.

News in Brief.

Sin Ho, master of a passenger boat, reported that whilst rowing in the harbour accompanied by his wife, Leung Man-chi, the latter accidentally fell overboard and disappeared.

Rescued after having fallen into the harbour off the Praya Wall at Connaught Road West yesterday Chan Kai (20), of 19 Cheung Sau Lane, was sent to the Government Civil Hospital.

Three boatmen charged in the Marine Court, this morning, with lying inshore off the Cheung Chau ferry wharf last night, pleaded "guilty," and were fined \$10 each for one week's hard labour.

A baby boy, Wu Kwan-luen, aged 18 months, of 15 Catchick Street, was taken to the Government Civil Hospital yesterday suffering from injuries to the head caused by accidentally falling out of bed on to a cushion on the floor.

On charges of armed robbery committed at 12, Catchick Street, Kennedy Town, on September 13, last, two Chinese were committed by Mr. Schofield at the Central Police Court yesterday, to take their trial at the Assizes.

The Irish Free State President, Mr. Cosgrave, appeals to his people to buy home-produced goods, failing which they should buy British goods, and also appeals to British people to reciprocate, says a Reuter cable.

Chan Pak-siu, master of the Yim San Dyeing shop, Yu Chow Street, in a report to the Police, alleges that on Tuesday last he entrusted a foki with 82 lb of cotton yarn to be taken to the Cheung Hing Knitting Factory. The foki has since not been seen.

Four Moslems were killed and 6 wounded, when troops fired on a Muslim crowd which was mobbing military pickets in Srinagar, Kashmir, yesterday. On the Government side the casualties were ninety injured, mostly slightly, including some high officials, says Reuter.

How a spirit was raised from "the Tenth Hell," how a fairy was expected to join a seance and how a Police Inspector appeared instead was described in a case heard by Mr. Williams in the Central Police Court yesterday, when Yam Ching-yam, a woman who claims to have psychic powers, was charged with fortune-telling. With two others, Tam Siu-wai and his wife who were her employers, she was charged with being concerned in the maintenance and management of an unregistered temple at 387, Hennessey Road, Wanchai. After some evidence was taken, the hearing was adjourned to September 30.

ARMED ROBBERY.

Woman Faints After Being Bound.

Another daring armed robbery occurred in Kowloon this morning in broad daylight. At about 8.30 o'clock a man went to No. 347, Lai-chik Road, and gained admittance on the pretext of inspecting the electric lights. A few minutes later he went to the door and let in two other men. They seized the only occupant (a woman) of the flat around whose neck they fixed a rope and dragged her into a cubicle, where she immediately fainted. The flat where the outrage was committed is on the top floor.

When she came to, the men had decamped, taking with them clothing and jewellery to the value of over \$1,000.

One of the men is said to have been armed with a revolver.

For the re-opening of the "Robe Room" a special dinner dance will be held in the Peninsula Hotel on Saturday, October 3.

The annual meeting of the Horticultural Society will be held in the Board room of Messrs. Jardine, Matheson & Co., Ltd., on Thursday, October 8, at 5.15 p.m.

A quantity of household furniture will be auctioned by Lamont Brothers at 224, Peking Building on Tuesday.

FORGED NOTES CASE.

(Continued from Page 1.)

Replying to his Lordship, Mr. d'Almada said that he had not looked up cases on that point because it was so clearly stated in Russell, and he quoted the words "may not be received" in the case of an accomplice under joint trial.

Matter of Inducements.

Arguing on the two statements in Russell and one in Archbold on this point, Mr. d'Almada said that clearly the object of making the provision was that if the Crown did not pardon a man or enter a nolle prosequi, the natural tendency would be for the man to give evidence which was precisely that required by the Crown in order to exculpate himself. That provision was to remove any fear from a person so giving evidence and give no inducement to him to put the blame on the other accomplice.

Mr. Fitzroy said that all that dated before the Criminal Act. The idea of saying that if a man gave evidence under such circumstances he must necessarily tell lies was ridiculous, because it might be his whole defence. The suggestion, he said, was contrary to common sense.

Mr. d'Almada replied that he did not suggest that the man would necessarily tell lies, but there was the possibility of his doing so.

Point Reserved.

His Lordship said that he was inclined to think that Russell and Archbold could not be made to apply to the accomplice in this case.

Mr. d'Almada asked that the point be reserved.

His Lordship: For consideration by the Full Court?—Yes.

Mr. Justice Lindsell then suggested that there must be some definite authority on the point.

Mr. d'Almada said that there might be but he had not looked it up and that was why he was asking for the point to be reserved. If, when he had had an opportunity to go into the matter fully, he found that his Lordship was right he could withdraw his application.

His Lordship reserved the point and decided to take the evidence.

The case will continue this afternoon.

In reply to Mr. Fitzroy, Kong said that he knew nothing about the awindie at all.

Leo Arturo d'A. Guimaraes then entered the witness box. He said that his salary at the R. E. Stores was \$124.70, and he made between \$60 to \$100 extra by playing in a jazz band. He was born in Hong Kong and had lived at 6, Caine Road for about 15 years. He did not make a study of Chinese language at all, but what Chinese he could speak had been picked up. He kept all his salary as pocket money.

By His Lordship—You don't contribute a dollar to the family?—Nothing at all, my Lord.

Guimaraes then went on to tell of the happenings on July 24. When he returned home at 4.45 p.m., and seeing that his mother was angry because his brother (Guilherme) had got into association with Chinese people, he went downstairs and was on his way out, when he noticed that the door of the sitting room was closed. He opened it on suspicion and saw his brother with three Chinese. He asked them in turn for their names and addresses, with the intention of reporting them to the Police. He and his brother then decided to have the matter out, and so they both left the house and went into the street. They proceeded to Lane, Crawford's, where after having a drink they went to Kowloon and parted. Whilst having the drink, Guilherme told Leo that the business was a delicate one and required secrecy, and assured him that mother was not to worry.

Replying to his Counsel, Mr. d'Almada (Guimaraes said that it was not true that he entered the room and said that he was a Police inspector.

Answering another question Guimaraes said that it was not correct to say that the \$2,000 he put into the bank was part and parcel of the proceeds of the fraud. The money had been loaned to him by his sister on July 22, which was his birthday.

The case is proceeding.

CORRESPONDENCE.

"HUMILIATION DAY."

(To the Editor of "China Mail.")

Sir,—It is greatly to be regretted that officialdom apparently did nothing whatever to stop the flying of Chinese national flags at half-mast in the Colony yesterday.

To say the least, it showed a gross lack of diplomacy, and might not unnaturally have been construed by the Japanese community as a tacit expression of sympathy with China in its "Humiliation Day."

China's grievances with Japan, on this, or any other occasion, are no concern of ours. It is our business to preserve strict neutrality in the present issue. If the Chinese wish to give vent to their feelings, let them do so in private; the authorities here should certainly not permit public exhibitions of partisanship which are calculated, not only to give offence, but to disturb the peace.

It will no doubt be beneath the dignity of the Government to explain its curious attitude. Even if any comment is vouchsafed, it will probably consist of a curt intimation that "it could not see its way clear, etc."

Another aspect of the business, which by no means escaped remark yesterday, is that the flying of the Chinese national flag, alone, is an open admission of paramount Chinese sovereignty on the part of those concerned. And yet, those responsible houses of business, merchants, and others who did this very thing yesterday, in many cases are only too anxious to avail themselves of the rights of a British subject, live under British protection, and fly for justice to British Courts!

If the Government were caught unawares yesterday, and did not know what to do, what was to prevent our admirable public bodies, such as the General Chamber of Commerce, or even the Rotary Club, with its clarion call of "Service," tactfully persuading Chinese business men from violating the fundamental canons of etiquette?

Yours, etc.,

BRITON.

Hang Kong, September 24.

MOVING A CAPITAL.

Northern Rhodesia's \$376,000 Scheme Approved.

The Governor of Northern Rhodesia, Sir James Maxwell, has informed the Legislative Council of the British Government's approval of the scheme to move the capital of the colony from Livingstone to a site just east of Lusaka. An expenditure of \$376,000, it is estimated, will be required for the new site, water supply, roads and electric light.

Lusaka is about 80 miles south of Broken Hill and much nearer the copper mines than the present capital. It is already a well-established town.

The finances of Northern Rhodesia for the financial year ended March '31 showed a surplus of \$125,000, the total revenue being \$330,000.

To-day's Thought.

Our literature (though democratic now) comes mainly of aristocratic stock, high thought, high breeding, "good manners," and to put one's tongue out, so to speak, especially at any man great in a previous generation, becomes no one.

—Sir Arthur Quiller-Couch.

Ten Years Ago.

(From the "China Mail" of September 24, 1921.)

To-day's dollar is worth 2/10½.

The bowls match between Shanghai and the "Big Four" took place on the Kowloon Bowling Green Club's green yesterday. The "Big Four" was the team that played in the first Interport match at Shanghai two years ago.

The game was closely contested throughout, but toward the end of the strenuous struggle, the "Big Four" used their full weight and pulled ahead of their visitors. The final score was 20-20.

The teams were—
Shanghai: Brown, Tweedie, Shaw and McAllister (Skip).
"Big Four": Harvey, Bond, Gerrard and Russell (Skip).

BURGLAR FOILED IN KOWLOON.

Shooting Affair at Empress Lodge.

EXCITING INCIDENT.

The peace and quiet of the neighbourhood round about Mody Road and Carnarvon Buildings was disturbed this morning shortly before five o'clock, when the shrill screams of a woman, followed by police whistles and a revolver shot broke the still silence.

In the dim light one could distinguish a man followed by a policeman running up the pathway in front of Carnarvon Buildings. The chase however, did not last long as the man seemed to collapse before reaching Carnarvon Road, and was taken into custody.

It transpires that the fugitive entered a room in Empress Lodge, occupied by Miss Murphy, with the intention of theft but his plans were frustrated, and the lady's screams raised the alarm. He then went through the dining room and jumped over the verandah, but unfortunately for him the arm of the law was at hand and his freedom was short-lived.

Whether he sustained injury when he jumped over the verandah or whether the shot fired had the desired effect to cause his collapse is at present not known.

We learn that Miss Murphy is none the worse for her exciting experience.

HORTICULTURE.

Annual Report of the Committee.

FINANCIAL APPEAL.

In their report for the year ended June 30, 1931, the Committee of the Horticultural Society state: The Committee regret to record that the Annual Show of flowers and vegetables which had been fixed for Thursday, February 26, had to be abandoned this year on account of the persistent wet and foggy weather which destroyed the majority of the exhibits intended for the Show.

During the year sixteen new members have been enrolled and there are now altogether 22 life members and 262 ordinary members on the books of the Society. These figures, though satisfactory, could be improved on, and the Committee would greatly appreciate any activity on the part of the members to induce their friends to join the Society.

The Committee wish to thank those who so kindly donated to the prize fund; the money is still in hand and will be used in the coming year.

Dr. Herklotz very kindly volunteered to publish under the auspices of the Society "Occasional Notes" on horticulture and gardening. The first copy has already been published and circulated free amongst the members, and has indeed made useful and interesting reading, and, we hope, the subsequent editions will be in our hands

NIGHT CHASE IN HARBOUR.

Opium Dumped from Sampan.

Last night, while cruising in the harbour, Revenue Officer Humphrey's suspicions were aroused by the movements of a sampan. He gave chase, overtook the sampan and took into custody the two men (Chinese) who were in the sampan.

The two men were produced in Court this morning, and the Revenue Officer stated that the man who was rowing the sampan was seen to dump ten packets overboard. These packets were recovered and found to contain 78 taels of non-Government prepared opium.

One of the men was fined \$7,000, or one year's hard labour. The other, who had a previous conviction, was sent to jail for three months.

WOMAN OPIUM SMUGGLERS.

Specially Made Clothing.

Several opium offenders had fines totalling \$15,000 imposed on them this morning.

An elderly woman who pleaded guilty to possession of 76 taels was fined \$2,000, or eight months' jail. She was given a further term of eight months, concurrent with the first sentence, for returning from banishment. She wore a specially-tailored jacket in which the opium was concealed.

A fine of \$3,000, or nine months' jail in default, was imposed on another woman. It was stated that she was travelling in a tramcar, and was suspected by the Flying Squad searchers of the Revenue Department who boarded the tram to go on duty.

A third woman was fined \$10,000, or one year's hard labour in default, for possession of 93 taels. She was stated to have worn specially made trousers and a jacket.

The long-drawn-out controversy about a site for the National Library of Scotland at Edinburgh has now been settled, and the building is to be erected on the present site of the Sheriff Court, which will be demolished.

soon.

The Committee would like to thank Dr. Herklotz for the great interest he has taken on behalf of the Society in undertaking this arduous task.

As the financing of these publications is carried out by voluntary subscriptions (outside the regular funds of the Society) contributions toward the expenses incurred will be thankfully received.

ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

"BED AND BREAKFAST."

It is not a bad thing when Press writers disagree in regard to the merits of certain talkies. In support of the comments in this column yesterday a morning contemporary supplies "a new and delightful recipe for local cinema goers." After specifying the "ingredients," he (or more probably she) proceeds: "Season the mixture with spicy but delightfully funny dialogue, garnish with intriguing bedroom scenes and dish up piping hot! This is the dish which will be served to King's Theatre audiences for the next few days, commencing to-day."

On the other hand, such a delectable recipe seems to have caught the writer on the opposition morning paper in a lighthearted mood for he (not she this time) ejaculates: "It is as good as 'Plunder' and 'Rookery Nook' but therein lies its only possible defect, for it in those two comedies, particularly the latter, over again. And haven't we been having a little too much of those frothy farces, that depend for their laughs on the usual concatenation of misunderstandings and embarrassing situations among newly-weds?"

However, the same penman relents slightly for he admits that "Bed and Breakfast" has some exceedingly funny new business, and the dialogue is crisp in spots, but its most promising advance is its casting, which has been selected with the judicious care that marks even the most sugary of Hollywood plots.

The main point of the whole matter is that it is another really successful British talkie—and should be good enough for any penman or penwoman who earns his or her rice and curry (and "Bed and Breakfast"!) in a British Colony. Were this new talkie at the King's Theatre to be a dismal failure we would undoubtedly denounce the recipe of one morning paper and steal a few of the long winded sentences and elongated words of its contemporary.

But—see "Bed and Breakfast" for yourself. It assuredly will not be money thrown away!

From Other Sources.**"COCK O' THE WALK."**

Clothes may make the man, but not the actor. The more costumes an actor wears the more artificial he becomes. And the more artificial the less real and the less real the poorer actor.

Such, at least, is the opinion of Joseph Schildkraut, who is coming to the Central Theatre to-day in the James Cruze, Inc. production, "Cock O' the Walk," based on the novel "Happiness Insurance," by Arturo Mom.

Schildkraut has appeared in many costume pictures, but he admits he prefers straight roles so far as clothes are concerned. In "Cock O' the Walk" he is cast as a Latin lover, and the story of his affairs with many women is packed with drama.

Schildkraut is supported in "Cock O' the Walk" by a sterling cast, including Myrna Loy, who plays opposite him; Olive Tell in a striking role; Wilfred Lucas and Edward Pell. R. W. Neil furnished the direction, the talkie being produced under James Cruze's supervision.

"IT'S A WISE CHILD."

Finding nothing in the vicinity of Los Angeles even remotely as bucolic as the Trivers City Gazette, which plays a prominent part in "It's a Wise Child," Marlon Dayles's new starring vehicle, the Metro-Goldwyn-Mayer studio had to go into the country-town-news-paper publishing business, to provide papers for the picture.

Several editions were run on studio presses with typography and make-up matching the stilted writing style associated with such publications, few of which exist to-day.

Robert Leonard directed the film, which is showing at the Queen's Theatre. Sidney Blackmer plays opposite to the star.

"FORBIDDEN ADVENTURE."

Jackie Sparr, who plays "Little Loretta" in motion pictures, may have to take a lot of punishment at the hands of other children, but they

BANDITRY IN CHINA.

Lloyds to Refuse to Cover Arms.

FOREIGN OFFICE PLAN.

London, Yesterday. With a view to checking banditry in China, the Foreign Office has requested Lloyds to refuse to issue policies to cover arms destined for China either directly or indirectly through re-insurance treaties with Continental markets.—Reuter.

AUSTRALIA TO ENGLAND.

Kingsford Smith Starts Off.

BETTER RECORD.

Wyndham, To-day.

Capt. Kingsford Smith took off at 2 o'clock this morning in an attempt to beat the record for an Australia to England flight. Conditions were perfect for the flight when he left.—Reuter.

Lady Pasfield (Mrs. Sidney Webb), has been elected a Fellow of the British Academy. She is the first woman to be honoured in this way.

take plenty from him.

Jackie doesn't like to be set upon by a gang of kids or by Mitzel Green especially when it means real physical discount at the art of punishing the punishers.

In Paramount's "Forbidden Adventure," which comes to the King's Theatre on Sunday next, he is set upon by 25 boys his own age.

Jackie decided that the others were too rough so he fought back with subtle weapons that the camera didn't photograph—his elbows, shoulders and feet. The boys who were unduly rough were pumelled by Jackie, who is much stronger than he looks. He asserts he can lick any kid in the world his own age and it's an affront to his pride to have to take it on the chin so often in motion pictures.

For this reason, Jackie didn't like his roles as Sidney in "Tom Sawyer," and "Skippy" as much as he does his in "Forbidden Adventure." He is fighting back now.

"DRACULA."

Among the important pictures booked for early showing at the Central Theatre is "Dracula," Universal's strange drama of human vampires, one of the sensations of screen history, according to an announcement issued to-day by the Management of the Central Theatre.

The picture, which was adapted from the famous novel by Bram Stoker, traces the devastating activities of Count Dracula, a vampire who has been "dead" for 500 years, but who has the power to return from the grave between sunset and sunrise, wreaking his terrible influence on a group of people in whose fate the spectator becomes breathlessly concerned.

The cast includes three players who were seen in the original stage production in the persons of Bela Lugosi, Edward Van Sloan, and Herbert Bunston, while other important roles are played by Helen Chandler, David Manners, Dwight Frye, Frances Dade and Charles Gerrard.

"THE DEVIL TO PAY."

Lovers of talking pictures are wont to make special note of each Ronald Colman picture. He has the happy faculty of presenting with every new release the personality that they love, but in a markedly different guise. Nor will they be disappointed when they see his latest vehicle, "The Devil to Pay," a comedy drama by Frederick Lonsdale, that comes to the Queen's Theatre.

A lavish Samuel Goldwyn production, set in Colman's loved London atmosphere, supported by a fine cast of players, together with a screen story and witty dialogue by a famous playwright who is a personal friend of the star as well as all these important factors combine in making Ronald Colman's latest picture rank with his best. As a happy-go-lucky, scapegrace prodigal son, the talking screen's "best loved lover" proves his mastery of sophisticated modern comedy drama.

Playing opposite the star is Loretta Young. The third of the play's amusing triangle in the picture is Myrna Loy.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre: "Bed and Breakfast." Theatre: "To-day—Queen's." Theatre: "It's a Wise Child." To-day—Central Theatre: "Cock o' the Walk." To-day—Majestic Theatre: "Hard to Get." To-day—Star Theatre: "Wonder of Women." To-day—World Theatre: "When a Daughter Seeks Revenge" (Chinese film).

Sports.

See Sports Diary on Page 5.

Home Mails.

To-day—Inward from Europe via Suez (Kashmir). To-morrow—Inward from Europe via Siberia (Kalyan); Outward for Europe via Siberia (Empress of Asia), 10 a.m.

Land Sales.

September 28—Three lots of Crown land at P.W.D. Offices, 3 p.m.

Lammerts' Auction.

September 29—At 29A, Peking Building, Nathan Road, Kowloon, household furniture, 10.30 a.m.

Meetings.

September 29—Hong Kong St. Andrew's Society annual meeting, City Hall, 5.45 p.m.

September 30—Hong Kong Amusements, Ltd., Queen's Theatre, noon.

October 8—Hong Kong Horticultural Society, Jardine, Matheson Co.'s Board Room, 5.15 p.m.

October 9—Hong Kong and Canton Ice Manufacturing Co., Ltd., 2 Lower Albert Road, 10.45 a.m.

Miscellaneous.

To-morrow—Hong Kong Volunteer Defence Corps promenade concert, Volunteer Headquarters, 9.15 p.m.

RADIO**TO-DAY'S PROGRAMME.**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.27 p.m.—Symphony No. 8 in B Minor ("Unfinished") (Schubert), Philadelphia Symphony Orch.

Under the Direction of Leopold Stokowski, M-16, 1st Movement—Allargo moderato, 2nd Movement—Andante con moto, M-16.

6.27-7.07 p.m.—Variety. Humorous Song—Over the Garden Wall. I'll be Good Because of You, Gracie Fields B3600

Song—Paris, Stay the Same. You've Got That Thing, Maurice Chevalier (Baritone) 22264

Gems from—"Whoopee," "The New Moon," Victor Light Opera Company 85969

Organ Solo—When Summer is Gone, Where the Sky Little Violets Grow, 22274

Song—Blue Yodel No. 6, Yodeling Cowboy, Jimmie Rodgers with guitar 22271

7.07-7.33 p.m.—A Concert. My Little Nest of Bluebirds (Spach-Leher) 12243

Twilight (Hamilton), Maria Jerez (Soprano) 1224

Duet for Two Pianos—Valse (Arensky) from "Suite for Two Pianos," Improvisations (Schubert), Harold Bauer & Osa 8162

Song—Death and the Maiden (Schubert) 12243

7.33-8 p.m.—Gilbert & Sullivan Selections. The Gondoliers, 12278

H.M.S. Pinaford, The Band of H.M. Coldstream Guards, 12278

8 p.m.—Local Time & Weather Report, 8.03-10.30 p.m.—Chinese Studio Concert, 10.33 p.m.—Close Down.

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9577—Solweig's Song. Dora Labbette.
9404—In a Persian Market. Kotelboy's Orch.

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PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
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			ft.	ft.	ft.	ft.	about	
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*MAVITA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, L'don, R'dam & A'werp.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	10,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Ant- werp & Hull.
KAJPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	15,000	19th Dec.	Marseilles & London.
*SOMALI	6,500	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	1931.	Destination.
*SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

† Calls Rangoon. * Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	1931	Destination.
NANKIN	7,000	2nd Oct.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

S.S.	Tons	1931.	Destination.
TILAWA	10,000	25th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
*KIDDERPORE	5,800	6th Oct.	Shanghai, Moji & Kobe.
SANTHA	8,000	9th Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
NALDERA	10,000	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
*MACEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	31st Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
KASHGAR	9,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
RASPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	10th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australia Lines are fitted with Laundries.
Passengers measuring not more than 5 ft. 6 in. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C. Hong Kong. Agents.

SHOT BY SOVIET SENTRY.

Officer of British
Ship.

Mr. William John Stephenson, 59, of South Shields, chief engineer of the Middlesbrough steamer Kingswood, has, according to news received by his relatives, been shot dead by a Russian sentry.

It appears that he was returning to his ship at Leningrad, when he was challenged by a sentry, and, apparently, because he did not reply, was shot and fatally wounded.

The Russian authorities immediately informed the British Consul at Leningrad (Mr. D. W. Keane) of the tragedy, stating that they were investigating the shooting. The result of the inquiry is expected to be announced, and the British authorities in Russia are awaiting this before taking any action in the matter.

Questions in Commons.

Information reached the relatives through the owners of the vessel, who received intimation of the affair from the Foreign Office.

Further details are not yet available, but it is probable that the local member of Parliament will raise the matter in the Commons immediately on the reassembly of Parliament.

Mr. Stephenson has been buried at Leningrad. He leaves a widow and two sons.

IDLE GERMAN SHIPPING.

Berlin, August 25.

The aggregate tonnage of the vessels lying idle in Bremen harbour is stated to amount to about 250,000, whilst some 400,000 tons are idle in Hamburg harbour.—Exchange Telegraph.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

September 24 to 30, 1931.

DATE	HIGH WATER	LOW WATER
Sept.	Standard Times	Standard Times
Thurs 24	07 35	09 01
Fri 25	08 20	10 01
Sat 26	09 05	11 01
Sun 27	09 50	12 01
Mon 28	10 35	01 01
Tue 29	11 20	02 01
Wed 30	12 05	03 01

WATER LEVELS.

Details for West, North
and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Sept. 21	Sept. 22
West River at Shihing	11.1	10.2
North River at Samahul	7.5	7.2
North River at Tsingyuen	8.5	7.5
East River at Shiklung	8.0	6.7

The highest levels recorded are:—Shihing, 41 feet; Tsingyuen, 29.2 feet; Samahul, 27.3 feet; Shiklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samahul and minus 2.7 feet at Shiklung.

WORLD'S MERCHANTMEN.

An Increase in Tonnage.

In spite of the slackness at the shipyards the tonnage of merchant ships in the world increased during the year ending June 30. The increase in the gross tonnage was 528,396, compared with an increase of 1,533,332 in the previous year.

The world tonnage of steam and motor ships on June 30 was 68,722,801 and of sailing vessels 1,408,239. The countries showing the largest increases were Norway (397,217 tons), British Dominions (133,924 tons), Sweden (80,731 tons), U.S.S.R. (71,740 tons), Yugo-Slavia (59,125 tons), and Denmark (57,251 tons). On the other hand, there were decreases in the United States (403,625 tons), Great Britain and Ireland (135,539 tons), and Japan (40,463 tons).

FAR EAST VOYAGES.

The advance bookings for the round voyage to the East in the Blue Funnel liner Ulysses, sailing from Liverpool on September 25 at special reduced fares, have been so good that Messrs. Alfred Holt and Company are confident that there is a definite demand for this type of travel.

They have, therefore, decided to institute similar reduced round voyage fares in all their eastern sailings, commencing with the Sarpedon from Liverpool on August 15.

The itinerary is via Marseilles, Port Said, Colombo, Penang, Singapore, Hong Kong, Shanghai, and North China ports, returning to London by the same route. The fare for the round voyage has been fixed at £135, and includes accommodation on board throughout the 109 days the vessel is away from England. The approximate time in port varies from five hours at Marseilles outwards to five days at Shanghai and Singapore.

Passengers if they desire to omit

CONSIGNEES.

LYOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,

"MONCALIERI"

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, PENANG, COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notices have been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 27th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 5th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 21st September, 1931.

LYOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer, "CRACOVIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, BOMBAY, COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notices have been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 7th October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 22nd September, 1931.

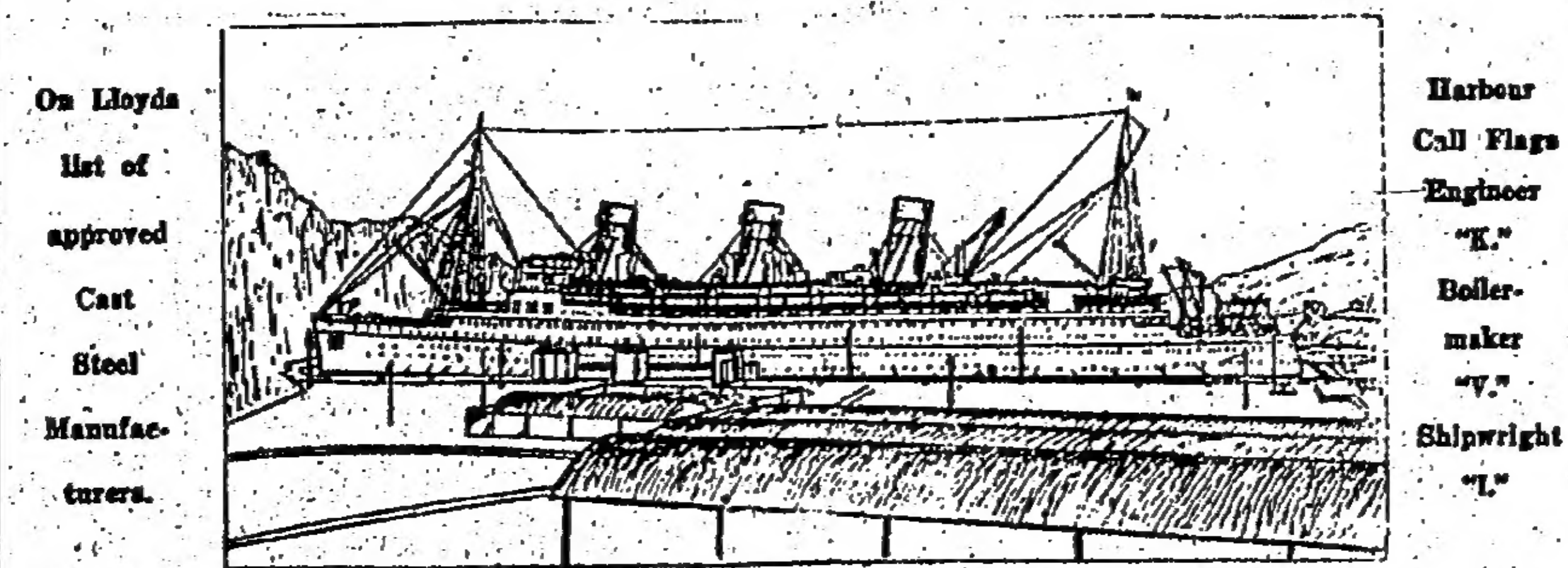
calls at the North China ports can leave the ship at Shanghai and visit Japan, rejoining the ships on her return to Shanghai, some three weeks later. The fares to and from Japan will be paid by the company, but each passenger will, of course, pay his own expenses while in the country.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 28020. KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN"

In No. 1 Dock. Dimensions:—66'0" O.A. x 33'6" x 48'6" M.D. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 70'0" x 38'0" x 32'8" over all, L.W. O.S.T. Salvage Tug "Henry Kowick," 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag Call Signal T.E.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A.I. A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union: Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

BRITISH WUCHOW LINE

SAILING DATES FOR SEPT., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	SUN, 27th	TUES. 29th	WED. 30th	THURS. 1st
TAI MING	TUES. 29th	THURS. 1st	FRI. 2nd	SAT. 3rd

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samshui, Shikling, Takling & Doshing. Fares Return (not including meals) \$20.00.

Meals and Wines are to be obtained on board. Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to—SANG WO Co., Ltd.

29, Connaught Road, West. Phone 20898.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57099.

Estimates furnished on application.

Hong Kong, April 1, 1924.



The Caravan.

No. 7, Chater Bldg., Tel. 21450.
Arcade, Peninsula Hotel, Tel. 58981.

JUST RECEIVED

LINEN SHEETS, PLAIN AND EMBROIDERED,
WITH PILLOW CASES TO MATCH.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, SEPTEMBER 24, 1931.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY

Asiatic Building. Tel. 20345. Queen's Road

CENTRAL

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.



COMING ATTRACTION

THE KISS NO WOMAN COULD RESIST!

The Weirdest Character of Book and
Stage Now Brought To The Screen!

No Picture Ever Gripped Like Dracula!

No Picture Ever Held Such Drama!

No Picture Ever Held Such Thrills!



DRACULA

TOD BROWNING'S Greatest Production with Bela
Lugosi, David Manners, Helen Chandler, Dwight Frye,
Edward Van Sloan, Herbert Bunston, Frances Dade,
Charles Gerrard.

Presented by Carl Laemmle produced by Carl Laemmle, Jr.

FINANCE BILL

SIR JOHN SIMON'S
CHAMPIONSHIP.

SECOND READING

ARGUMENT FOR
PROTECTION.

London, Yesterday.
The House of Commons by
297 votes to 238 passed the
second reading of the Finance
Bill—Reuter.

Labour Opposition.

Rugby, Yesterday.
In the House of Commons the
Finance Bill was discussed on the
second reading which was opposed
for the Labour Party by Mr.
Pethick Lawrence, former Financial
Secretary to the Treasury, on
the grounds that it inflicted dis-
proportionate hardships on those
least able to bear the new taxes.

Must Balance Budget.

Sir John Simon, and other
speakers, in support of the Bill,
emphasised the need for a de-
termined policy to keep the Bud-
get balanced in view of the de-
parture from the gold standard.
The time table passed by the
House yesterday provided for a
division on the second reading
to-night. To-morrow and on
Friday the House of Commons
will take the Committee Stage of
the Bill.

Another Labour Supporter of Government.

Another Labour Member—Mr.
Derwent Hall Caine, son of the
late Sir Hall Caine—has decided
to support the National Govern-
ment.—British Wireless Service.

Tariffs and Free Trade.

London, Yesterday.
There is no quicker way of
getting Free Trade accepted the
world over than by the British
adoption of tariffs. This argu-
ment, in favour of protection,
was advanced by Conservative
benchers in the House of Com-
mons on the occasion of the se-
cond reading of the Finance Bill
in connection with which Mr.
Pethick-Lawrence moved the re-
jection.

Vigorous Speech.

The debate was characterised
by the vigorous speech of Sir
John Simon who, in supporting
Government, declared that what
was wanted was intelligent and
discriminating restriction of im-
ports.

Monetization of Silver.

Mr. Wardlaw Milne, pleading
for monetization of silver, said
that nearly every country would
follow Britain and, perhaps, leave
America and France sitting
Midas-like on their accumulated
gold heaps.—Reuter.

SUMMER TIME.

London, Yesterday.
Summer time ends on October 3.
—Reuter.

Mr. F. J. Harvey Darton has
retired from the editorship of
Chatterbox and The Prize, two
well-known children's magazine,
after thirty years of service.

WAR DEBTS

EXTENSION OVER
TWO YEARS.

INEVITABLE

GERMANY SHOULD
MOVE.

New York, Yesterday.
Though President Hoover, on
reports from Mr. Mellon, believes
that an extension of his War
Debts Moratorium to two years
is inevitable, he is of the opinion
that Germany should take the
initiative in obtaining that ex-
tension from the Allies under the
Young Plan. Then the Allies
could take up the matter of their
War Debts with the United
States.—Reuter's American Ser-
vice.

MR. P. A. ROSARIO.

Passes Away at His
Residence.

FUNERAL TO-DAY.

The death occurred at 4 a.m.
to-day at his residence, "B" Block,
St. Joseph's Building, Robinson
Road, of Mr. Polycarpo A. Rosario,
of the staff of the Union Trading
Co., York Building.

He had been ailing for some time,
but his condition did not become
serious until early this week, and,
sinking gradually, he passed away.

Mr. Rosario, who was born in
Hong Kong, is survived by his
wife and six children, to all of
whom, as well as his brothers and
sisters, and other relatives, the
sympathy of many friends, will be
extended.

The funeral takes place at the
Roman Catholic Cemetery this
afternoon and passes the Monu-
ment at 5.30 o'clock.

THE RICHEST GIRL.

Watches Shop
Prices.

Paris, August 18.

Miss Dris Duke, the world's
richest girl, who inherited about
\$30,000,000 at the age of 12 from
her father, the tobacco magnate, is
now in Paris. Since her visit to
London in July with her mother,
Mrs. James B. Duke, Miss Duke has
been at Le Touquet. She gave an
interview at her hotel here to-day.

Although famous for her wealth,
this 19-year-old fair-haired girl
likes to know the price of things
when she goes shopping. Ques-
tioned as to why the possessor of
so many dollars should need to
bother with asking how much any-
thing cost, she said:

"Why, indeed! When people
know who you are the prices usual-
ly go up twice as high to start
with, and people who have money
would not keep it long if they did
not ask how much things cost and
then refuse to buy half of them."

Being the richest girl in the
world isn't any fun at all, Miss Duke
thinks. She has a horror of pub-
licity of all kinds, and would like no-
thing better than to go about un-
noticed. Miss Duke thinks it
would be a novel sensation to go
into a shop in the Rue de la Paix,
inquire the price of something, and
hear the sales-lady say: "If that
is too expensive for Mademoiselle,
we have something cheaper."—
British United Press.

BRITISH STOCKS

TRADING IN CHEER-
FUL MOOD.

FUNDS FIRM

RISES NOTED IN
INDUSTRIALS.

Rugby, Yesterday.
Stock Markets finished the first
day's business since Saturday in a
cheerful and active mood. There
had been almost a record attend-
ance of members on Exchange and
dealings were conducted free from
all restrictions—a policy which was
more than justified by the steady
and buoyant tone displayed.
Practically all markets showed gen-
eral advances.

Leading British funds, in accord-
ance with expectations, opened
generally about three points down on
Saturday's dealings, but they closed
decidedly firmer with War Loan
Five per cent. at 96, Consolidated
four per cent. at 83½, Conversion
three and a half per cent. at 73½,
Conversion five per cent. at 99,
Funding Loan four per cent. at 85½
and Victory Bonds four per cent.
at 92.

The outstanding feature of day's
business was substantial rises in
industrial securities. These were
caused, not only by bear covering,
but by the considerable volume of
buying orders recorded throughout
the home industrial group. Iron
and steel and textile shares took the
lead in this department.

Commodity markets reflected the
general strength, as did also the
metal exchange.

New York, Yesterday.
The Governing Committee of the
Stock Exchange has rescinded the
ban it imposed on short selling.—
Reuter.

Rugby, Yesterday.
In leading foreign centres, with
the exception of Copenhagen, where
it now stands at over twenty shil-
lings, the pound to-day was worth
slightly less than yesterday.

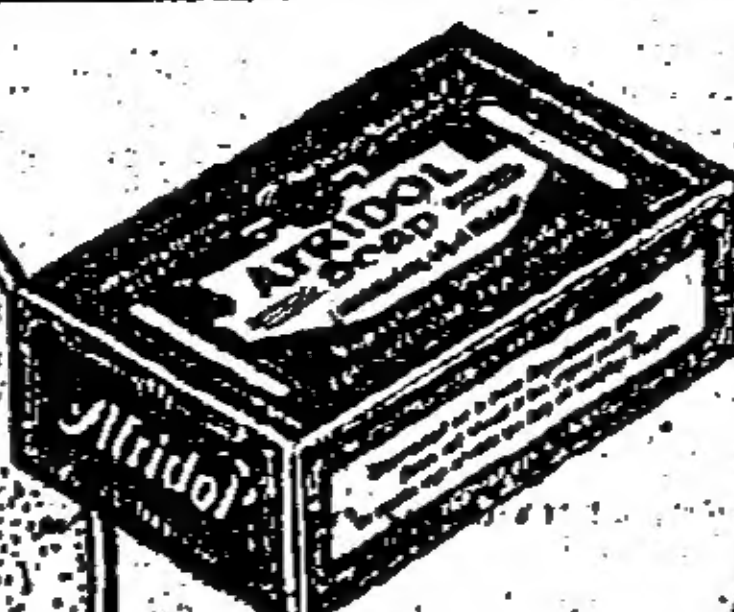
The position in the London For-
eign Exchange market was practi-
cally unchanged, and rates were
again more or less nominal.

Among the latest nominal rates
were Paris 105, New York 4.14,
Milan 83.5, Berlin 18.5.
Silver spot price was 16¼ and
forward 16½.—British Wireless
Service.

SWALLOWED POLICE WHISTLE.

Wong Fat (28), a motor driver
of the Kowloon Fire Station, swal-
lowed a Police whistle yesterday
and is now in the Government Civil
Hospital.

It is alleged he wanted to do
away with himself and adored this
novel means.



Afridol- Soap

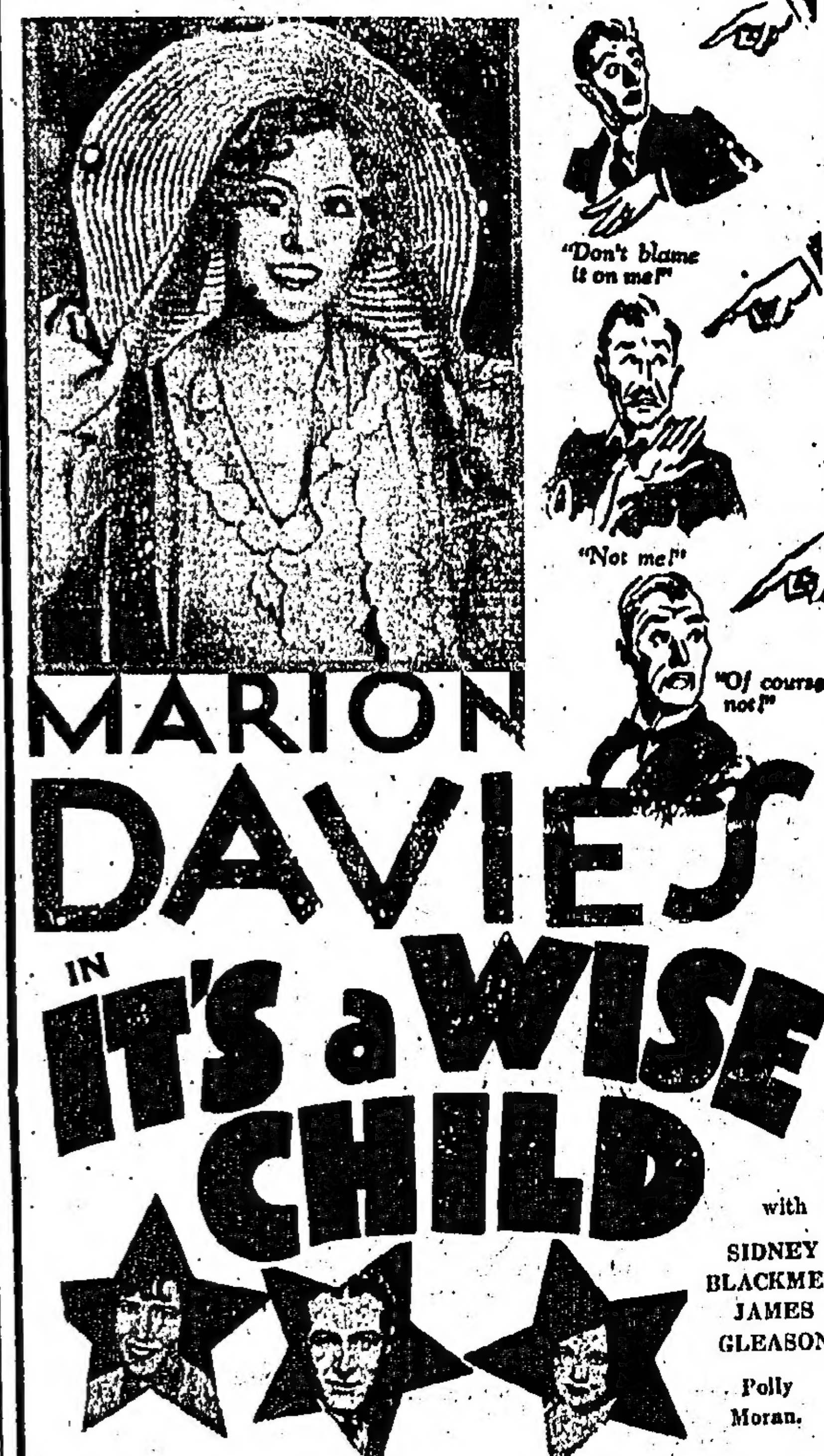
Prevents and cures
SKIN DISEASES
especially

Prickly Heat

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN
WILSON, Business Manager, at 26 Wyndham Street, Hong Kong

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO
SATURDAY At 2.30, 5.10, 7.15 & 9.20.



MARION DAVIES

Production

Directed by

ROBERT Z. LEONARD

NEXT CHANGE

AMUEL GOLDBWYN

RONALD COLMAN



Played by an all star
cast. Directed by
George Fitzmaurice
from Frederick Lons-
dale's screen play.
Adapted by Sidney
Howard.

Playboy of the smart set
without a care in the world
irre-
pressible, gay, charming
this au-
dacious adventurer was a man among
men and a lion with women. Entire-
ly different... entertainment as de-
lightful and invigorating as a day at
the Riviera. Screen's smartest
player in the season's smartest play.

